

Navy Board set on closer match of tasks and resources

A BETTER BALANCE



WITH the future of the whole of the naval estate and support under consideration following last summer's "Options for Change" statement, the Navy Board says it is hoped further announcements will be possible progressively from this month onwards to remove much of the uncertainty.

In a Christmas and New Year message through Navy News (full text in page 13), the Board states: "For the medium to longer term, outline planning will be completed on the future size and shape of the Service, and of its supporting structure of bases, air stations, training establishments and logistic depots."

The message speaks of the severe financial pressures of the past year and of "painful" manpower short-

ages, but says, "The Board remains determined to ensure that we achieve for the Service a better balance between what we have to do and the resources — people and equipment — we need to do it."

The future Navy would be smaller but more modern, although some of the changes were unwelcome.

The Board describes the response of the Service to the Gulf crisis as magnificent, and sends seasonal greetings to everyone in the Service, in its support and to families.

● In the Options for Change statement the RN/RM strength envisaged for the mid-1990s is 60,000, about only 3,000 down on today.

Merlin's magic moment

TOUCHDOWN: A pre-production model EH101 Merlin helicopter made the first deck landing at sea on a Royal Navy ship when it landed on the Type 23 frigate HMS Norfolk operating in the Portland area in November.

Picture: PO(Phot) Alan Ferguson



In mixed company

Visiting the mixed-manned frigate HMS Brilliant at Devonport was the First Sea Lord Admiral Sir Julian Oswald, pictured checking RO Andrew Gosling's bow to the amusement of POWEA Colin Page and LWREN Jan Whittle — a member of the first detachment of Wrens to serve as full members of a ship's company.

The Wrens were also in evidence when the Brilliant had earlier visited the Pool of London. Picture: PO(Phot) Stuart Antrobus.

A-hunting we will go

CUTTING a dash off Akrotiri, Cyprus, is HMS Hunter, now engaged in security patrols and customs work along with her sister ships HMS Attacker and Striker.

Policing the waters of the British Sovereign Bases in Cyprus, these 38-ton patrol boats also have a useful role as search and rescue craft.

Crew safety pledge as two more nukes go

Refits of two nuclear Fleet submarines, HMS Warspite and Churchill, have been stopped following a decision to decommission them.

They are the latest casualties to be confirmed since the Ministry of Defence announced that the submarine flotilla would be cut from 27 boats to 16 by the mid-1990s. HMS Conqueror paid off for the last time in September and the conventional submarines HMS Odin and Onslaught have also decommissioned.

Technical faults discovered in the nuclear submarines — which are of the earliest types in Royal Navy service — have hastened their departure and all the others are currently under inspection. An MOD spokesman stressed that the safety of crews was unaffected.

"Our independent technical and safety advisers are being fully consulted and we would not allow

these vessels to operate if we thought otherwise," he said.

"The Royal Navy continues to maintain the nuclear deterrent provided by its Polaris submarines."

● The third Vanguard class Trident submarine was ordered from Vickers Shipbuilding and Engineering Ltd at Barrow-in-Furness. "Trident remains firmly on course for introduction into service in the mid 1990s," said Defence Procurement Minister Alan Clark as he made the announcement last month.

Season's greetings from Navy News

Liverpool on parade



WHEN HMS Liverpool arrived in the Mersey for a week-long visit to her home town she was met with a typically warm Scouse welcome.

After berthing at Canada dock in the early hours of the morning Sea Cadets from TS Liverpool disembarked after sailing with the Type 42 destroyer from Rosyth and there then began a busy programme of events which included a reception for 130 civic dignitaries.

Later that week members of the ship's company exercised their Freedom of the City and marched through Liverpool where the salute was taken by the Mayor, Cllr. Mrs Dorothy

Gavin, and the Liverpool's commanding officer, Cdr. William Hockin.

Teams from HMS Liverpool took part in various sporting events during her stay and visits were made to Pilkington Glass and Everton and Liverpool football grounds — Liverpool FC won many new fans when the club donated tickets for one of their home matches.

As well as visits from schools in the area Sea Cadets from TS Liverpool came back on board to help with some late spring cleaning and altogether some 2,000 people visited the ship during the two days she was open to the general public.

Members of the ship's company also visited Alder Hey Hospital in the city which has benefited in the past from fundraising events held by the Liverpool.

Cdr. Hockin presented staff with £350, which was raised by the POs' mess, and as the hospital was celebrating its 75th anniversary two specially-made cakes were given to the children.

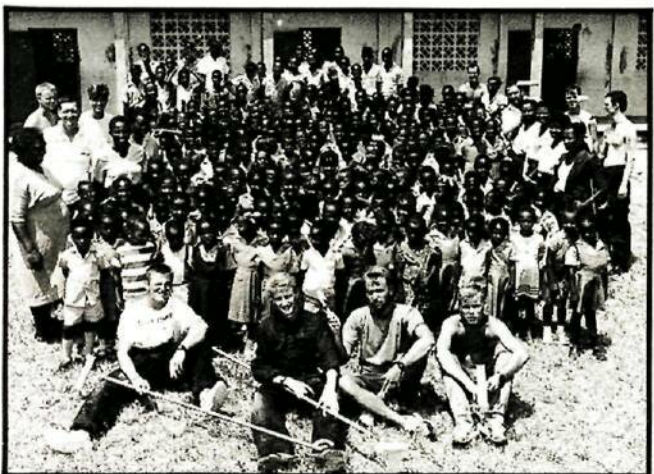
At the end of her visit the Liverpool left the Mersey and sailed close to the Cammel Laird shipyard — currently facing closure — where she was built.



Above: Members of the POs' Mess with staff and children from Alder Hey Hospital.

Left: Civic dignitaries watch as the Band of the Royal Marines Beat the Retreat during a reception on board HMS Liverpool.

Below: Cdr. Hockin and the Mayor of Liverpool, Cllr. Mrs Dorothy Gavin, inspect the guard of honour after members of the ship's company marched through the city.



DURING her six-month deployment as West Indies Guardship HMS Birmingham visited Puerto Plata, in the Dominican Republic, and found herself ideally placed to help out when the fishing vessel Captain Arturo, right, which was berthed just ahead of the Type 42 destroyer, caught fire.

Within minutes of the outbreak hoses were rigged on the fo'c'sle to play water over the stricken ship and fire-fighting teams rigged portable pumps and hoses on the jetty to attack the blaze from the land.

The efforts of the Birmingham helped contain the fire until the arrival of the local fire brigade and the ship received a personal thank you from the commander of the port.

Members of the ship's company also gave a helping hand when they visited the Caribbean island of St Kitts.

They responded to a request from the island's government to help with community work and were welcomed by staff and pupils, pictured above, from the Saddlers All Age School, Saddlers Village, when they turned up to do a spot of decorating.

HMS Birmingham relinquished her duties as West Indies Guardship last month and handed over to the Type 21 frigate HMS Active.

As the Active left Plymouth she was sent on her way with a message of goodwill from Australian superstar Dame Edna Everage.

"She is our specially nominated Ms Active," explained the Active's First Lieut., Lieut.-Cdr. Russell Searle.

"And we're delighted to get a best wishes card saying 'good sailing possums.' I'm sure it will bring us plenty of luck."

During her deployment the Amazon class frigate will assist the United States Coastguard Service in anti-drugs running operations and will help celebrate independence days in Grenada and St Lucia.

Members of the ship's company are also looking forward to celebrating Christmas in Tampa, Florida.

Birmingham to the rescue



Upholder's home run

HMS Upholder (right), first of the new generation of diesel-electric submarines, arrives at her home base at Gosport for the first time on December 12.

Launched by the Duchess of Kent at Vickers yard, Barrow-in-Furness in 1986, the Upholder is the first conventional submarine to be built for the Royal Navy for over 20 years. She was commissioned in June this year.

Soon to be followed by her sisters Unseen, Ursula and Unicorn, Upholder takes her name from the top-scoring British submarine of the

Second World War, commanded by Lieut.-Cdr David Wanklyn VC, DSO and two Bars.

In her 16 months operating out of Malta in 1941-42 she sank three U-boats and a destroyer, damaged a cruiser and another destroyer and sank or damaged 119,000 tons of enemy supply ships.

The new boat has a nuclear-style configuration but requires less than half the crew — seven officers and a ship's company of 42.

Armed with Tigerfish wire-guided torpedoes, Sub-Harpoon anti-ship missiles and submarine mines, she is commanded by Lieut.-Cdr. Geoffrey McCready.



Another one for the tot

A party of 75 Wrens joined the aircraft carrier HMS Invincible at the end of last month.

They will form part of the ship's company, replacing their male counterparts on a one-for-one basis.

At present there are two WRNS personnel on board — Second Officer Angela Bate, a Weapons Engineer, and Second Officer Emily Fletcher, the Assistant Education Officer.

Lieutenant Margaret Weller on detached duty from the Royal New Zealand Navy, spent ten days on board the Invincible. This coincided with the ship's visit to the port of Bremerhaven just before German reunification day and she received the traditional tot of rum which has been issued since September 1975 to every British sailor who sets foot on German soil with "peaceful intent."

Scylla is back on form

After a ten month 'garage' re-fit at Rosyth HMS Scylla re-dedicated at Portsmouth last month.

Strong ties with Aberdeen dating back to the Second World War were evident as the city's Lord Provost took the salute — and were renewed again when the 20-year-old Leander Class frigate sailed for her affiliated port after the weekend.

There a civic reception was held for the ship's company and a cake baked on board was presented to TS Scylla to mark their 50th anniversary.

Lord Fraser put in his place by Victory



Wild swan song for Sandpiper

BIRD Class patrol vessel HMS Sandpiper is completing her final term as navigation training ship at Dartmouth before paying off with her sister ship HMS Peterel.

Her last deployment, taking in visits to a number of North European ports, started with a farewell call to Weymouth, her affiliated town.

After three days in the yacht marina at Brighton the Sandpiper sailed to Antwerp to take part in the festivities to mark the Allied liberation of the Belgian city in 1944.

Following visits to the Dutch port of Scheveningen and the tiny German port of List on the island of Sylt, the ship moved 38 miles north to the Danish port of Esbjerg.

The Sandpiper crossed the North Sea in a 8-9 force gale — a transit to remember — for a visit to Portsmouth before sailing back to Dartmouth.

Brum club together

THE Birmingham Nautical Club has given £10,000 towards an appeal by the National Maritime Museum to meet the cost of £55,000 paid for a Victoria Cross won during the raid on St Nazaire in March 1942.

This contribution brought the total collected to almost £33,500 in four months since the medal was bought by the museum.

The VC was awarded posthumously to Able Seaman William Savage, from Smethwick, near Birmingham, who served as a forward gunner in the destroyer HMS Campbeltown.

THE Duke of Edinburgh unveiled a memorial bust of Admiral of the Fleet Lord Fraser of North Cape, placed near HMS Victory in Portsmouth's historic Dockyard.

Lord Fraser joined the Royal Navy in 1902 at the age of 14, served with distinction in both World Wars, and as Commander-in-Chief Home Fleet achieved a resounding victory in 1943 off the North Cape of Norway.

The German battlecruiser Scharnhorst, a major surface threat to North Atlantic and Arctic convoys, was brought to action by warships led by Lord Fraser in his flagship HMS Duke of York. In a fierce engagement, the Scharnhorst was sunk.

Later in the war, Lord Fraser became Commander-in-Chief of the British Pacific Fleet, in which the Duke of Edinburgh served as First Lieutenant of a destroyer.

The commission to produce the bust was undertaken by sculptor Leslie Punter, of Worcestershire, who is no stranger to Portsmouth and the Naval Base.

Between 1966 and 1970 he served an electrical apprenticeship at what was then HM Dockyard, and subsequently studied at Portsmouth College of Art and Design.

Scilly decision

WHEN the Devonport-based frigate HMS Cleopatra went to the assistance of a disabled yacht the husband and wife crew declined her offer to escort them to St Mary's in the Scilly Isles.

Within hours the yacht's rudder broke again. This time the St Mary's lifeboat Arun came out to tow her 50 miles back to port.

IN BRIEF

A visit by the Duke of Gloucester to Fort Bovisand focussed on the importance of the fort as part of Plymouth's "defensive ring" and on its recent development as an internationally renowned diving and underwater centre.

WHEN the 8th Frigate Squadron got together for a sports competition the honours were fairly equally divided between HMS Chatham, winning at rugby and squash, HMS Cumberland (football) and HMS Campbeltown (hockey).

HMS Bristol hosted a visit by 30 members of the 1st Cupernham, Romsey Girl Guides. New members of the unit took the opportunity to make their "promise" in the unique location of the destroyer's charthouse.

RECENT monitoring of the Mary Rose site has yielded a number of heavy objects, many of which could be parts of wrought iron guns from Henry VIII's favourite warship, which sank at Spithead in 1545 and was raised in 1982.

HMS Superb's Marine Engineering department made a clean sweep of the prizes when the Fleet nuclear submarine took part in a week's adventurous training at Penhale Army training Camp in North Cornwall.

NINE of the ten commanding officers of the assault ship HMS Intrepid during her last commission attended a dinner on board in Portsmouth Naval Base.

THE Soviet Union has been invited to send a team of disabled ex-service personnel to the first International Ex-Service Wheelchair Games at Stoke Mandeville Hospital, Buckinghamshire, in August next year.

BOATS and headquarters of 2nd Fareham Sea Scout Group refurbished with the help of HMS Sultan, the Royal Naval Armament Depot at Frater and local Community Services, were re-dedicated by the Bishop of Portsmouth, the Right Rev. Timothy Bavin.

NINE-YEAR-OLD Robert Grant, from Burton-on-Trent, was the Royal Naval Museum's 250,000th visitor in 1990, putting it in the top 20 of British museums with admission charge.

AN anchor from the frigate HMS Ardent, which was sunk in the Falklands war, will be displayed in the grounds of the China Fleet Country Club when it opens at Saltash in May next year.

Ninety in Taranto flight

PO(Phot) Alan Ferguson took this picture from a Lynx helicopter at the back of a formation of over 90 aircraft in a flypast at Portland marking the 50th anniversary of the Battle of Taranto last month.

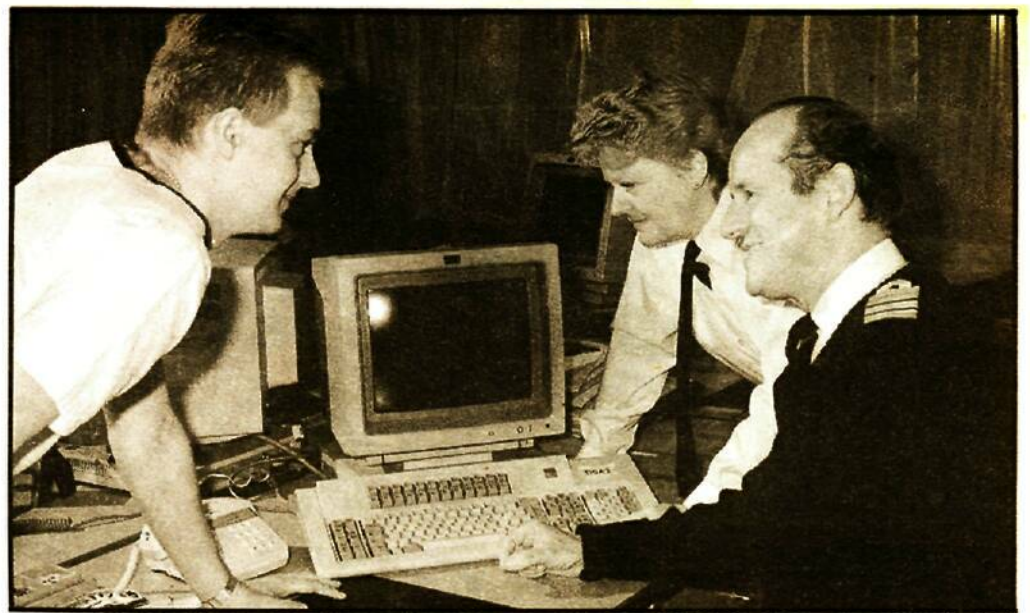
Guest of honour at HMS Osprey to mark the Fleet Air Arm's finest hour was First Sea Lord Admiral Sir Julian Oswald, who was joined by veterans of the famous night attack by Swordfish torpedo bombers on the Italian Fleet.



Two tasks to add to the list

In addition to Naval Drafting Division's main task of drafting ratings to sea and shore billets, Drafty has two other important functions to fulfil, and so instead of the usual Branch News this month's Corner is devoted to describing them:

NN Drafty NN



● Taxing times — Captain Brian Adams, the new Captain Naval Drafting, discusses the demands of Operation Granby in the Gulf with CWrenWtr Ingrid Gartside and Wtr Jon Caple.

KEEPING A BIT IN RESERVE —

When Mussolini invaded Ethiopia, Haile Selassie is reported to have mobilised his country this way:

"The country is now mobilised. All men and boys able to carry a spear will report to Addis Ababa for active duty. Married men will bring their wives to do the cooking. Women with young babies, the very old and very young need not report for active service. Men who are not married will bring any woman they can find. Anyone else found at home after the issuance of this order will be hanged."

Readers will be encouraged to learn that mobilisation is somewhat more precise and sophisticated today but the need for personnel in reserve is just as important now as it appeared to be then. In the Royal Navy we depend on the Royal Fleet Reserve to provide essential manpower to supplement active service personnel in the many war tasks that would exist.

Under the Reserve Forces Act 1980, females have no liability for reserve service, but nearly all male ratings, on completion of their active service, are enrolled in the Royal Naval Fleet Reserve (not to be confused with the Royal Naval Reserve (RNR) which is a voluntary organisation).

Those who are released from active service without a pension will, in general, have a three year liability, sometimes with the option to re-enrol for a further three year period. Pensioners have a reserve liability up to the age of 55, with, in the main, the first three years

spent in an "early recall" category but thereafter as surplus and unlikely to be required.

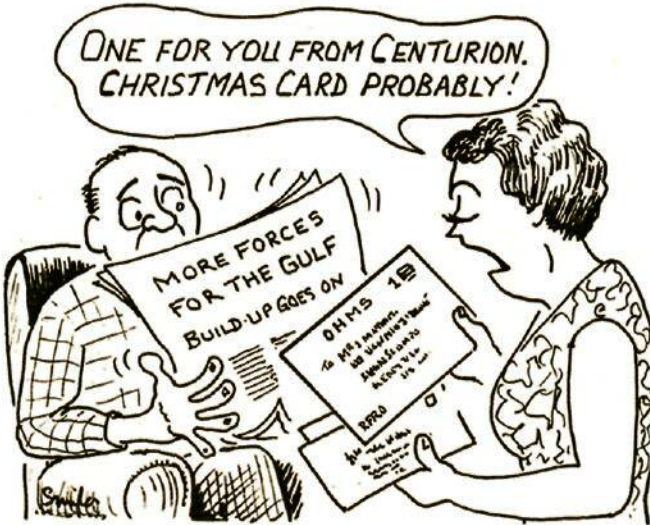
Reservists are required to hold and maintain certain documents and a defined scale of kit and it is essential that they are in good health and readily contactable in the unlikely event of mobilisation being necessary. To this end, data needs to be regularly checked and updated and non-pensioners, as well as certain pensioner reservists, are required to report annually to a mobile organisation called the Reservist Reporting Unit (RRU).

This is a 42 foot, 24 ton articulated lorry/trailer unit which is programmed to visit 35 different parts of the country during the year, from as far north as Aberdeen to Helston in the south west. Every reservist arranges to report to it when it is in his local area and in return receives an Annual Reporting Grant of £100 or £80.

Its home base is at HMS Centurion from where it is run by the Registrar of Reserves, Lieutenant-Commander Nigel Parry and his staff of 14 service and civilian personnel.

Current RFR round numbers with a liability for call-out are as follows:

Non-pensioners	5,000
Pensioners (Early)	3,000
Pensioners (Surplus)	9,500



— AND COPING WITH A CRISIS

On 11 September, Drafty became the Head of the Royal Naval Casualty Co-ordination Centre (RNCCC).

This dormant organisation was formerly the responsibility of CINCPACVHOME and was located in the Old Naval Academy in Portsmouth Naval Base. It moved to HMS Centurion to be co-located with the Central Next of Kin Information Centre — CNIC. This is where all your Casualty Notification Returns (S537s) are received and keyed into the computer. The need for the information to be kept up to date cannot be over stressed. Responsibility for achieving this rests with the individual.

In the event of a major ship or shore disaster the RNCCC activates to co-ordinate the process of informing the families of the persons involved. Its function equates very similarly to Regional Police Casualty Bureaux and may, particularly for a shore disaster, work in concert with the Police. Information about the disaster and any casualties involved is passed to the Centre as soon as is practicable. Here it is verified then passed on to families via the Area Casualty Action Centres (CACs) at Nelson, Drake and Cochrane or the Sub CACs at Neptune, Osprey, Heron and Seahawk.

An important facility provided by the Centre is a Telephone Enquiry Service. Using one telephone number promulgated nationally by the press and media, at local call rates irrespective of where the call is made, families and friends of those involved can call to get more information. The Naval Enquiry Centre, as it is known, can handle up to 20 calls simultaneously. At the early stages of disaster, there will be little information available but families will be encouraged to tell us where they may be contacted, especially if the address and telephone number is different from that on the Casualty Notification Return.

Patience

It is NOT policy to pass distressing news over the telephone. Where there is serious injury, the person to be notified will be informed, in person, by a Naval representative. Good news will be passed by telephone when it is available. It should not be assumed that "no news is bad news". Information may take some time to be passed to the RNCCC under certain circumstances. Patience, calmness and understanding will be required on everybody's part. It will be a great help to us, when the Centre is activated, if the

telephone enquiries made about a potential casualty are made by a single member of the family concerned who may then pass information on to the others. This will reduce the chances of the telephone exchange becoming blocked and will therefore enable more enquiries to be satisfied more quickly. Enquiries should, when enquiring about a naval person, be able to quote the official number if known. This too will help the staff at this end to retrieve information and satisfy the enquiry more quickly.

MAKE SURE YOUR FAMILY ARE FULLY AWARE OF THIS FACILITY.

No chance of tax evasion

"And it came to pass in those days that there went out a decree from Augustus Caesar, that all the world should be taxed . . . And all the world went to be taxed, everyone to his own city."

While no such edict has been issued for the Christmas of 1990, there is no doubt that we have faced in recent months, and will continue to face, shortages on the drafting scene which will tax the equanimity of the most restrained and long-suffering among our clients.

This, I am sorry to say, is inevitable as things stand at present. As this contribution to Navy News goes to press, I have been in Drafty's chair for only a month. This brief period has, I am assured been similar to the weeks and months which have preceded it. It has been characterised by robust efforts to meet our drafting commitments, both ashore and afloat, which have been enlarged by the essential demands of Operation Granby.

It may help people to be reminded that this should, where possible, be satisfactorily achieved within the constraints enshrined in the drafting rules, and the priorities agreed by the Ministry of Defence and the Commanders in Chief. My staff are in constant touch with these authorities to satisfy the needs of the RN, and a lot of work goes into getting the right people into the right job.

We are all acutely aware of the difficulties that current shortages are inflicting on everyone. They affect you, my staff and me, and we all hope things will improve before too long. For the time being however, I take this opportunity to remind all our customers that an up-to-date Drafting Preference Form is absolutely essential if we are to take account of every factor, when we attempt to make balanced judgements on where men and women are to be drafted.

From me, and on behalf of everyone in Drafting Division, I extend to you and your families every best wish for Christmas and the New Year — and I look forward to meeting many of you personally during my period of office.



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Ships of the Royal Navy

No. 421



A variety of improvements were made to assault ship HMS Fearless during her major refit at Devonport, but her role has not changed.

Picture: CPO(Phot) Mike Cunningham.

LIONISING HMS FEARLESS

ONE of the few remaining steam-powered ships of the Royal Navy, HMS Fearless, a Falklands veteran, recommissioned on November 9, almost exactly 25 years after she first came into service.

For the last five-and-a-half years she has been laid up in Portsmouth and then under a major refit at Devonport that took over two years to complete.

First of her class, the Fearless was launched on December 19 1963. The class forms the nucleus of British amphibious capability and one of her principal roles, therefore, is to provide command and control facilities for both naval and military commanders during amphibious operations.

She is able to carry troops, equipment, vehicles and stores for assault operations and can land them using her own landing craft and helicopters. HMS Fearless can also assist in the unloading of other ships in the amphibious force.

In addition to the normal ship's operation room, she is equipped with a specialised assault operations room. One of HMS Fearless' three vehicle decks is capable of carrying main battle tanks. There is an internal dock to house four Landing Craft Utility (LCUs) with four Landing Craft, Vehicle and Personnel (LCVPs) operating from the ship's davits; two portside and two starboard.

The LCVPs carry Landrovers and personnel, while the larger LCUs are capable of taking the tanks and other heavy vehicles directly from the ship's vehicle decks.

The Fourth Assault Squadron RM, borne permanently as part of the ship's company, provides the crews for all landing craft. Its Beach Unit is specially trained to land and recover vehicles from most terrains. Royal Marine drivers, mechanics and signallers ensure the Squadron's complete autonomy.

While her role has not changed, the Fearless emerged

from refit with a variety of improvements. Her appearance has been altered by a 12ft reduction in the height of the mast and the addition of new communication aerials. Her operations room has a new, unique Nautis Command Sys-



A gold lion's head features on a blue background on HMS Fearless' badge. Her motto is *Explicit nomen*, "The name explains itself".

tem, which has proved effective during post refit trials.

The Fearless still has two of the RN's last operational GWS-20 Seacat systems. She also has two Vulcan Phalanx mountings, capable of firing 3,000 rounds per minute. Two BMars, a close range gun capable of firing 600 rounds per minute, and two General Purpose Machine Guns supplement her fire-power. Four Seagat chaff launchers aid protection.

Much of her machinery is in the original fit, with two self-contained, single-cylinder steam turbines each driving one shaft. An extensive ballast system is fitted. The stern of the ship can be lowered as

much as 15ft, flooding the dock before the stern gate is opened, allowing the LCUs to depart.

Although no permanent Flight is embarked, the Fearless can operate four Sea King IV assault helicopters from her two flight deck spots. Her Avcat (aviation fuel) storage capacity has been increased considerably to cope with the thirstier Sea Kings and with the EH101 (Merlin) when it is brought into service.

Fearless is also cleared to operate Lynx, Gazelles and Chinooks, and has operated Sea Harriers, as during the Falklands War.

During that conflict she was the amphibious headquarters ship and led the amphibious force into San Carlos Water. Initial surrender negotiations were passed from the ship — then HQ of Major General Moore RM — to Gen. Menendez, who was later to reside on board as a prisoner of war. HMS Fearless lost six of her ship's company and a memorial plaque is displayed on board in remembrance.

Currently working up to operational readiness after her long, enforced absence, HMS Fearless will relieve her sister ship, HMS Intrepid.

Battle honours: Heligoland 1914 Jutland 1916 Norway 1940 Mediterranean 1941 Malta Convoys 1941 Atlantic 1941 Falkland Islands 1982.

POSTCARDS of Ships of the Royal Navy are obtainable at 50p each (minimum order £1.50) from Navy News, HMS Nelson, Portsmouth PO1 3HH. An order for 12 cards is priced at £5.50, and a standing order for the supply of each of 12 cards on publication can be arranged on receipt of £10. Prices include postage and packing, and postcards will be despatched on receipt of stamps, postal order or cheque. No postcards are stocked of ships which paid off before 1956.

Friends and relations

A NEW and welcome affiliation for HMS Fearless is to the town of Scarborough. Her other ties include the Queen's Royal Irish Hussars, No. 41 Squadron RAF, TS Fearless (Worcester), TS Keyes (Luton), several Scout and Venture Scout units, and the Plymouth branch of the Royal Naval Association.

WAR SERVICE ENDED IN AIR ATTACK

SEVEN Royal Navy ships have borne the name Fearless — or eight if one counts the Fearless II, an 81-ton drifter hired by the Admiralty during the First World War.

Working back from today's assault ship, the previous Fearless was an F class destroyer of 1,375 tons. Launched in Birkenhead in 1934, she had four 4.7 inch guns and eight 21 inch torpedo tubes.

She was involved in the Spanish Civil War in 1937. Teamed with HMS Brazen, she sank U-49 off Harstad in 1940. The following year, again with other ships, she helped sink U-138 west of Cape Trafalgar, only to suffer torpedo damage a month later, while screening the Ark Royal from Italian aircraft.

The Fearless caught fire, lost all power and, when judged too damaged for towing, was sunk north of Bona by the Forester on July 23 1941.

Back in 1912 an Active class Scout Cruiser bearing the name Fearless was launched. She carried ten 4 inch guns, four 3-pounder guns and two 21 inch torpedo tubes.

She served with the Home Fleet 1913-14, seeing action off the Dutch coast on August 18 1914 with the German light cruiser Rostock. Ten days later off Heligoland, she was present at the sinking of the German destroyer V-187.

Two years later she was in

action again at the Battle of Jutland and subsequently became attached to the 12th Submarine Flotilla. Present at the "Battle of May Island" in the Firth of Forth in 1918, she was sold in November 1921.

The fourth HMS Fearless was a Torpedo Cruiser of 1,580 tons armed with four 5 inch guns and three torpedo tubes. She was launched in 1886. Originally commissioned at Portsmouth, she served mainly in the Mediterranean but also saw service at the Cape of Good Hope in 1899. Paid off in 1900 and commissioned for China in 1901, she was finally sold in 1905.

An ex-GPO vessel, the Flamer, was renamed to become the third Fearless in 1837, when the Admiralty took over the Packet Service. She was a wooden, paddlewheel survey vessel and served until 1875.

Earlier still came a 12-gun Gunbrig which saw action at Copenhagen in 1807. She was wrecked near Cadiz in 1812.

The first HMS Fearless was a purpose-built gun vessel launched in 1794. She carried 12 guns and a complement of 50 men. She, too, was wrecked, going down in Cawsands Bay, off Plymouth Sound, in 1804.

Facts and figures

Builder: Harland and Wolff, Belfast. Launched: Dec. 19 1963. First Commissioned: Nov. 23 1965. Displacement: 12,100 tons. Length at waterline: 500 ft. Beam at waterline: 78 ft. Draught (loaded): 20 ft. 6 in. Speed and endurance: 20 knots for 5,000 miles. Propulsion: Two English Electric single cylinder turbines. Armament: Two Vulcan Phalanx close-in weapon systems; two BMars; two Seacat guided weapon system-20s; four Seagat chaff launchers; two General Purpose Machine Guns. Complement: Average 40 officers, 520 ratings and Royal Marines (depending on role). An embarked force of up to a further 700 officers and men may be accommodated.



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Submarine threat that faded fast

I was interested in the letter (October) on the Torricelli. My father was the Cdr. Robson mentioned.

He later became Vice-Admiral Sir Geoffrey Robson, his last appointment being Commander-in-Chief, South Atlantic and South America. He was awarded his first DSO for the Red Sea campaign.

I write to suggest, based on a number of sources, that some facts in the letter may not be correct. Could it be that perhaps the letter overstates the case for the Italian endeavours and understates the very con-

siderable achievements of the Allied Forces?

After all, within two weeks of Italy entering the war they had effectively eliminated her submarine threat in the Red Sea. — **W. Robson**, Lieut. (retd), Midhurst, Sussex.

□ □ □

MAY I correct a detail concerning the fate of HMS Khartoum, mentioned in the letter "Torricelli's forty minutes of glory."

The Khartoum was not fatally set on fire by the Torricelli; on the contrary she survived the action and remained on Perim patrol while the rest of the force returned to Aden.

"Later the same day the air vessel of one of Khartoum's after torpedoes exploded and caused a fire in the after superstructure. This spread rapidly and the ship had to be beached in Perim harbour where her magazine exploded."

The above is quoted from an

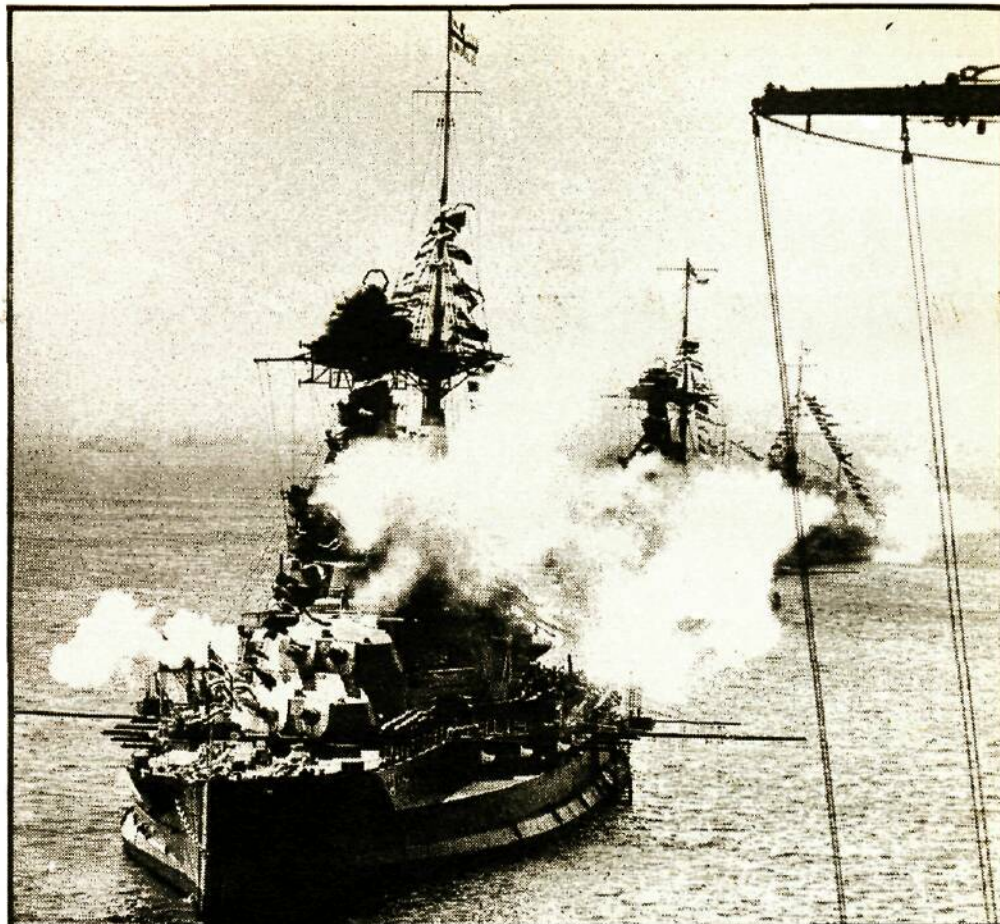
account of the story of the Kandahar written by her Engineer Officer, Lieut.-Cdr. (E) C.R. Havergal after she was sunk. I was serving in her as an ERA from February 1940 to the time of her sinking on December 20 1941 and confirm the events quoted.

We were sent to pick up the Khartoum's ship's company and I well remember the sight of her superstructure still above water.

I read your newspaper with interest as I carried out the sea trials of many of the ships built by Yarrows between 1969 and 1984 and whose names feature in your reports.

Finally, I would be pleased to hear from any survivors of the Kandahar. — **C.L. Cheffings**, Eng. Lieut.-Cdr (retd), Chipchase, Ranelagh Road, Okehampton, Devon, EX20 1JG.

● Thanks to other correspondents who wrote on this subject.



Fighting over famous names

HMS Dorsetshire Association's memorable weekend included a meal, attended by 100 in the Royal Fleet Club, and the annual memorial service, held in HMS Drake.

But real disappointment was expressed over the replies which have been received concerning appeals for another Dorsetshire. This repeated denial, over 50 years, of a replacement of a respected and honoured name is something that cannot be accepted or understood.

The emphasis in the appeal is not for those of us who survived, but in honour of those who paid the supreme sacrifice. We of the HMS Dorsetshire Association will never forget. — **C. B. Charles**.

(Rev), President HMS Dorsetshire Association, Blaengarw, Mid Glam.

□ □ □

SINCE 1986 I have been writing each year to MOD suggesting that in the near future the famous name of HMS Barham should be perpetuated in memory of those who perished.

However, each year the MOD reply has been to the effect of "too many names chasing too few ships" or "the opportunity has yet to arise."

It is now 49 years since her loss and I cannot accept either of these excuses. — **C.H. Knott**, Whitstable, Kent.

● Above — HMS Barham in her glory days, on review in the 1930s.

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Does Victory need the Nelson touch?

YOUR feature on the sartorial splendour of the uniforms to be modelled by the Victory's new civilian guides (October) brought back a fragrant memory of the time — long, long ago — when fewer qualifications were demanded of the serving sailors and marines who sought the comparatively cushy role of "guides" in this hallowed vessel.

In those days I was briefly "resting" between ships in RN Barracks with my oppo Bagsy Baker, who had perfected a technique avoiding manual labour which richly deserved inclusion in any ambitious mate-lot's instructional handbook.

This incorrigible character quickly wangled a post for himself as "guide" in the far-famed flagship. On his first Saturday in office I went along to size up his highly imaginative performance — and to ascertain what fringe benefits now enhanced the appointment.

Emotional

A notice prominently displayed at the foot of the gangway prohibited the offer of gratuities to the guides — a minor setback which Bagsy cheerfully accepted as a challenge to his ingenuity. After cornering all the more prosperous pilgrims and giving them a bloodcurdling commentary about the living conditions in the ship (including an unblushing hint that he had personally played a significant part in the Trafalgar incident), he ushered his impressed prospects into the orlop.

This was the dark and depressing deck in the bowels of the ship where the wounded were crudely attended, and where the famous Admiral died.

At this stage of his emotional recital Bagsy removed his cap

A shoe we don't take a shine to

ISN'T it about time that a decent standard of Service shoe was introduced for ratings?

The present black leather, Gibson-pattern shoe, with its non-replaceable rubber sole which soon wears away, becomes hazardous when walking on smooth wet surfaces. The steaming boot with its non-slip sole is not always practical footwear in shore establishments.

Laughable

Ratings are then faced with the decision of contravening uniform regulations by purchasing harder wearing civilian footwear — for example Doc Martens — or frequently replacing the Service shoe as the soles quickly wear down.

It seems laughable that a Service that spends so much time on or near water can't provide adequate footwear to cope with the hazards water brings. — "Spider" Kelly. AB(M). HMS Neptune.

and switched off the electric light, leaving the feeble glimmer of the candle-lantern by which the surgeons had to tackle their gruesome task in by-gone battles.

In the gloom I saw him fumbling in his pocket, and then from his cap came the meaningful clink of coins. With a shudder I heard the familiar voice, decently subdued but clearly audible, exclaim in well-feigned surprise, "Oh! Thank you, sir!"

As the party filed out, Bagsy gathered in the harvest from this delicate hint, with suitable murmurs of embarrassment and not too strenuous protest.

In mitigation of my own minor complicity in this pre-war piracy I can only emphasise that in those days I was not a Master-at-Arms, our emoluments were far from princely, and oppos always shared and shared alike. — Bernard Campion. Manadon, Plymouth.

□ □ □

WHEN HMS Victory was manned by serving sailors and Royal Marines they quite prop-

erly wore their regular uniforms. Pretty though the badges are on the sleeves of their civilian replacements, it is a shame that they have to be dressed like fancy park attendants.

The aim of the restoration of HMS Victory is to make her appear as she was immediately before the battle of Trafalgar in 1805. Now that the dress of her crew is no longer bound by Service regulations, it would be appropriate for them to wear the rig of sailors in Nelson's day.

HMS Warrior's guides are suitably dressed in 1860s uniform. USS Constitution in Boston, which, like Victory, is properly in commission, has her crew in 1812 uniform.

Incidentally, Constitution, though half the size of Victory, receives around one million visitors a year, more than twice the number of Victory. — C. P. Addis. Lieut-Cdr (retd). London.

● Right — Marines and Dockyard riggers in period costume celebrate the re-rigging of HMS Victory in 1964.



Scottish soccer shocker

THIS is a letter to prepare all English football-loving sailors on their way up to Scotland for the first time for one helluva shock to the system.

Stand by for a famine, with the odd snippet of very edited highlights — 35 seconds each way — on Scottish TV. The only football shown up here is Rangers or Celtic, never anybody else.

Cast your minds back to the last FA cup semi-finals — two cracking games with 13 goals on a Sunday afternoon. No such luck in Scotland. On offer was the Skoda gearbox curling championships or Nana Mouskouri live in Berlin. Real compulsive viewing.

But this week was the final straw. Manchester United v Wrexham all over the country — up here Baywatch followed by Give us a Clue in Gaelic. Imagine that!

Then last night Aston Villa v Inter Milan, a match to stir even the Jocks' interest. No way. We got Bandalero, a 1968 Western.

So to all the lads coming up here for the first time, bring a radio and plenty of Phonocards to contact your mates for the results south of the Berwick-upon-Tweed border. — Stevie Coyne. SA. HMS Caledonia.



Letters



The tale that hangs from Talent's scales

I noted with interest the badge of HMS Talent (Ships of the Royal Navy, October).

I think the scales might have a deeper meaning than the Greek word talent. Scales belong to Saint Michael who is supposed to weigh the souls of men at the Last Day. This would fit nicely with the parable of "the talents in Matthew 25: 14" ("pounds" in Luke!) when the labourers were brought to account and their reckoning meted out.

The white saltire cross is simply the Roman numeral for ten — X (ten) talents.

Royal Navy padres were most erudite and no doubt one had a hand in the design of this badge with its subtle challenge "When your soul is weighed in judgment how you used your talents will be revealed!" Top score, of course, being "ten!" Luke comes nearer the jackpot with his ten pounds.

All very interesting and a further example of the superb quality of Royal naval heraldry. — P. J. Mantle. Wanstead, London.



REGARDING "What's the meaning of the cross?" may I submit my theory.

The Cross of St. Andrew, like the talent weight and monetary unit, originated in Greece. It is a white saltire (X-shaped, with equal arms) on a blue (azure) field, the same as on the badge.

St. Andrew is known to have preached the Gospel and died in Greece, there being a traditional belief that he was martyred by crucifixion on a cross of saltire form at Patraea in Achaia. — G. Rowe. Ex-ERA. Warrington, Cheshire.

'Admiral' Blake - Spitfire hero

WHILE visiting England I was browsing through the October edition of Navy News and noted a short article mentioning Sub-Lieut. Cork.

I was, I suppose, aggrieved that the name of the other naval Sub-Lieutenant in the photograph was not mentioned. He was Sub-Lieut. Blake, who was shot down and killed on, from memory, October 29 1940 while providing top cover for the Spitfires of 19 Squadron based at Fowlmere, a satellite airfield of Duxford.

Our so-called "admiral" was a highly respected and popular member of "19" and a credit to his Service. He showed great skill and courage and I believe would have become an ace in the fighter pilot community had he not been so unfortunate as to have been picked off when flying alone and above his squadron in a warning role.

From memory, he claimed four or five victories at the time of his death and must have been in line for a decoration.

I shall be appeased only when you publish a suitable recognition of 19 Squadron's "admiral" in your splendid paper. — F. N. Brinsden. Wg.Cdr, RAF(retd). Gooseberry Hill, Western Australia.

□ □ □

I READ with interest the article (October) "They flew with the Few" and must say I was

pleased to know that Lieut (later Cdr) Jimmy Gardner, of No. 807 Fairey Fulmar fighter squadron, is still in the land of the living.

The squadron was formed at RNAS Worthy Down in September 1940 under the command of Lieut-Cdr. Sholto Douglas. After several months of hard training we joined HMS Ark Royal in H force at Gibraltar in February 1941, relieving No. 800 Skua fighter squadron in the process.

During the months that followed, and until the sinking of HMS Ark Royal, the squadron took part in many Malta convoys. I, as a 1st class Air Me-

chanic (O), was Jimmy Gardner's A/C armourer, and I well remember the rolls of 16mm film from the cine camera that was synchronized with the A/C guns. The film when developed gave some wonderful shots of Jimmy's various "kills", thus confirming his victories. — C. F. Cranmer. Dundee.

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People in the News



Wartime friends reunited

WHEN MR John Rose, of Auckland, New Zealand, was passed a copy of Navy News by a former Royal Navy man he was set on the trail of a wartime chum.

Among the notices was one inserted by Mr Jack Taylor, of Cannock, with whom he had served in 367 Squad Royal Marines.

Wrote Jack, "We finally met up after parting 50 years ago in May 1940 when we returned from the Hook of Holland; he being drafted to the RM Seige Regiment ... and I to HMS Resolution in H Force at Gibraltar."

There was a happy reunion, too, for Mr Frank Cox and Mr Bill Sheffield, who served together in HMS Quality during the last three years of the Second World War.

On meeting up 45 years later they discovered that they were also both serving in HMS Trinidad on Russian Convoy duties in 1942.

The two live just 20 miles apart, Frank in Leigh and Bill in Prescott.



Picture: LA(Phot) Brynn Sharkey

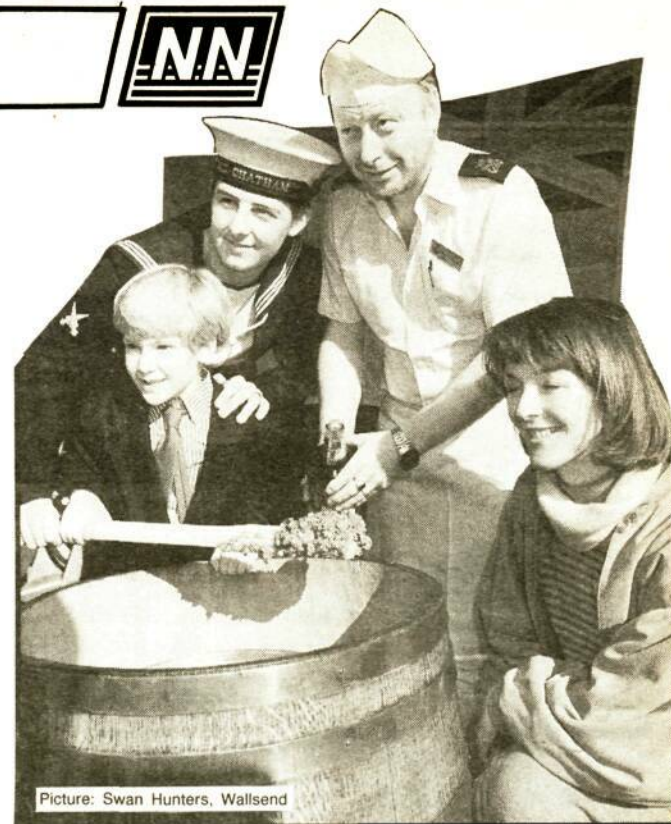
HELOS SHOT IMPRESSES THE JUDGES

LA(PHOT) Jon Garthwaite of 801 Squadron beat off the best of NATO's sharpshooters to win the 1990 International Navies Photo Contest, held at the US Naval Institute, Annapolis.

His winning shot depicts the arrival of the new Mk 6 Sea Kings on HMS Ark Royal, to which 801 Squadron is attached.

Jon's \$100 prize was presented to his wife, Lorna, at the Naval Institute. LWRENWTR(G) Garthwaite is currently working for the British Navy Staff in Washington.

This was Jon's second successive photographic first place — he also won the black and white section of the Royal Navy's own snappers competition, the Peregrine Trophy, last year.



Picture: Swan Hunters, Wallsend

Putting the proof into the pudding

ON A visit to the County of Northumberland, HMS Chatham, berthed in Newcastle, received a visit from Lady Jane Percy, the Duke of Northumberland's sister-in-law.

She was accompanied by her six-year-old son, George, who was ready, willing and able to stir the ship's Christmas pud and get in an early Christmas wish.

Helping George (above) with the task was Seaman Gregory Johnson, the frigate's youngest rating. POCK Parker poured in two bottles of Pusser's Rum, donated by the company, while

the mixing was done in bowl fitted inside the grog tub on loan from Sunderland RNA.

A number of visits, a busy sports programme and a very successful "Meet the Navy Day" took place during the Chatham's time in Newcastle, and the ship's company had a memorable run back to the Swan Hunter berth where the frigate was built a year ago.

ROD REFS HISTORIC MATCH IN GERMANY

CDR. ROD Robertson, the Royal Navy's Olympic boxing referee, was invited to East Berlin to officiate at the last appearance of an East German boxing team.

Eighteen nations took part in the tournament, including the USSR and Cuba.

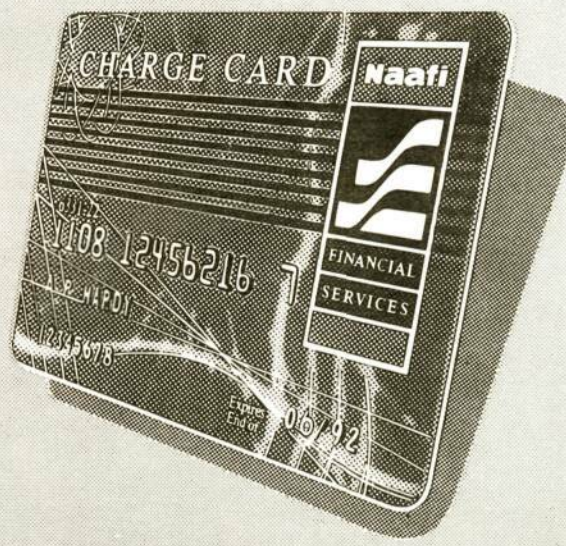
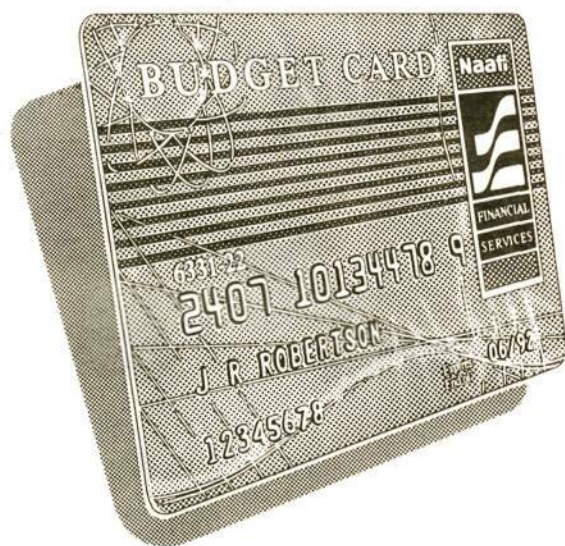
The GDR was formerly one of the world's top three boxing nations and the team had prepared thoroughly for their final match in their national vest. But their best-ever tally — seven gold medals — was achieved in front of a subdued crowd and, because the finals occurred after Unification, without their national anthem.

Rod was also present at the Unten celebrations at the Reichstag and the Brandenburg Gate. He saw the street parties in the Unten den Linden turn to street fighting which surged around the Alexander Platz, the centre of what had been East Berlin.

Order was eventually restored by riot police supported by water cannon, the scene lit by police helicopters. After such an evening Rod felt that refereeing GDR v USSR the following day was comparatively tame.

He has visited East Germany on a number of occasions over the last twelve years.

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People in the News



Picture: CPO(Phot) Peter Holdgate

King size caress

STANDING at 19.2 hands — that's 6' 6" at the shoulder — King is half-an-inch taller than the present holder of the world's tallest horse title and looking forward to taking his place in the Guinness Book of Records.

To that end he made a visit to Devonport Dockyard to be measured up by an independent vet and weighed on the dockyard weighbridge. Only six-years-old, King is spot on 1,000 kilos, just under a ton.

But he's the gentlest of giants as LWren Alison Wright discovered — getting it straight from the horse's mouth.

King's now back at the National Shire Horse Centre, Plymouth, where he was born and bred. A working horse, he is normally harnessed up singly as it's not easy to match him up with a partner.

PUPILS GET TASTE OF LIFE IN NAVY



Picture: CPO(Phot) Tom Breuille.

COOKING up a mess of trouble? Not a bit off it. Three cooks and the broth wasn't spoilt thanks to the watchful eye of LCK Garry Haldane.

With him are twins Alan and John Scott and Brian Donaldson — all from Stromness Academy in Orkney — getting a taste of life in the

Royal Navy.

The sixteen-year-olds were among a party of nine enjoying a week's work experience at HMS Cochrane. The varied programme laid on for them included a day at sea in HMS Brocklesby and training in the galley and admin sections of the establishment.

Beau of the ball

WEAPON Engineering Mechanic Simon Alexander is a dab hand with reel of thread and a bolt of taffeta.

Give him the tools and he'll run up a ballgown overnight — and the more complicated the pattern the better he likes it.

Simon, who has been making frocks for three years, does his cutting out in his spare time at HMS Dolphin.

His skill as a couturier has been recognised by Navy wives and others with grand events to attend.

AWARDS AND HONOURS

AS THE Principal Warfare Officer to have achieved the best course results over a 12 month period, Lieut.-Cdr. Chris Richards has been awarded the Wilkinson Sword of Honour. It was handed to him by Rear Admiral Peter Abbott, Flag Officer Flotilla Two.

Chris, who joined the Senior Service in 1977, is now serving in his fifth ship, HMS Charybdis, as PWO (Above Water Warfare).

Sub-Lieut. David Williams (HMS Illustrious) has been awarded the 1990 DEC Sword as the Special Duties List officer achieving the best results on courses at Britannia and Greenwich Royal Naval Colleges.

CPOWEA ADC(SM) James Whittle (HMS Revenge port



Lieut.-Cdr. Chris Richards



Picture: LA(Phot) Dave Coombs

Medics point the way

WHEN you're at the bottom of the ladder at least there's only one way to go... and that's up.

MA Martin Newman of HMS Fearless has a role model for every step up the Jacob's ladder of Good Conduct badges in the ship's four Leading Medical Assistants, who between them share 38 years of service.

Pictured (above) from left are MA Newman, LMA A. Brett, LMA R. Turner, LMA S. Goodrum and LMA(D) P. Standley.

Meanwhile, Simon Goodrum showed the "Fearless spirit" as a key man in the rescue of a shipmate who had fallen overboard.

Lady Gillian Grose, wife of Vice Admiral Sir Alan Grose, Flag Officer Plymouth, presented Simon with a Commendation from her husband.

● Raleigh-based Leading Medical Assistant Mark Vigus sprang into action when he was first at the scene of a road accident in which a motorcyclist had been killed and an 80-year-old woman critically injured. Mark also helped a third vic-

tim, a teenage pillion passenger, into an ambulance.

Captain of HMS Raleigh,

Capt. John Wright, subsequently congratulated Mark on his swift action.

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Comms go on a new wavelength

NEW technology in the communications field, together with the advent of more modern ships and communications systems, has meant major changes to the requirements for communications and, in turn, to the training required.

The introduction of new ships with specific roles has resulted in changes in tactics and ship requirements for communications skills and led to a re-examination of the traditional role of the Communications Group.

Manpower constraints, difficulties in recruiting and lean-man ships, together with the demographic downturn, have all contributed to the need for a revision of Communications Group structure and training. Introduction of WRNS personnel to sea and their integration with the male branches, together with Warfare Branch development, will also impact on future manpower planning.

During 1988 a management services group was directed to study the employment and operating methods of ships communications groups and to find ways of improving job satisfaction and efficiency. The study made a number of recommendations, including amalgamation of the Radio Operator (General) and Radio Operator (Tactical) sub branches.

This proposal has been accepted by MOD, and SMOPS Mercury has issued documenta-

tion to the Fleet to implement a cross-training acquaint package.

A redesigned common new-entry course of 24 weeks has been introduced for all Radio Operators. SMOPS Mercury has amended the course content to include all the elements of present General and Tactical training. Training performance standards have been amended to reflect revised operational performance standards set by CINCFLEET.

The new training package is designed to meet the changed operational requirement while taking into account the need to provide interesting and varied job opportunities for junior ratings. At the same time the revised training will allow flexibility in manpower employment and specifically the introduction of one in four watchkeeping at sea.

● **LRO(G)(T) courses:** LRO Qualifying Courses for Tactical and general sub specializations will continue in their current form, with the addition of a suitable module to the LRO(T) course to fit those taking the course for the duty of rating in charge of the main communications office. A combined LROs course is under consideration and is intended to be intro-

duced in late 1993.

The Leading WREN Radio Operator course will continue in its present form until those WRNS personnel who have not volunteered for sea and are eligible for advancement to Leading Hand have moved through the system. Those WROs who have volunteered for sea and have completed task books and provisional professional examination will be drafted to the LRO(G)(T) course.

● **Radio Supervisor (RS)/Communications Yeoman (CY) courses:** RS/CY qualifying courses will continue in their current form for the foreseeable future, depending on the outcome of the Warfare Branch development study.

● **Task Books:** Task Book 1 is being revised to reflect the new training package. The current WROs Task Books will be retained for female ratings already on the trained strength who do not wish to volunteer for sea. A revised Task Book 2 reflecting requirements for cross training will be issued as soon as possible.

● **Branch badges:** Ratings joining HMS Raleigh as Radio Operators are to be issued with the Radio Operator badge; the Communications Tactical badge will be retained for those ratings already on the trained strength and will be phased out gradually.

● **Branch title:** Current branch titles will be retained for those already on the trained strength. Ratings trained under the revised training scheme will drop the sub-specialist title and will be known as Radio Operator/Leading Radio Operator. Proposals for a new branch title are being considered.

● **Shore training requirement:** The revised communications training package to be undertaken by new entries does not include the short COMMEN aspects currently taught to the WROs on joining. A PJT to meet this shortfall will be introduced.

Get Wise on DCIs



● **ROSM training:** The pattern of training for those ratings selected for service in submarines will differ slightly. Following selection at the end of week 10 of the 24-week package, ROSMs will follow a syllabus designed specifically for service in submarines with less emphasis on Tactical subjects. Total course length will be 24 weeks.

● **PCT communications training:** All PCTs will follow the standard 24-week communications training package.

DCI(RN) 285/90

Spring date at Lourdes

THE 33rd International Military Pilgrimage to Lourdes takes place over the weekend of May 24-27, 1991.

This pilgrimage attracts many thousands of Service personnel and their families from all over Europe and, while intended primarily for Catholic personnel, all denominations are welcome.

DCI(JS) 106/90

Sea King marriage

INTRODUCTION of Sea King HAS Mark 6 into the Royal Navy has highlighted the increasing complexity of the ASW Sea King's systems and this, in turn, has affected the tactics, training and trials requirements.

In the past these duties have been conducted by the Sea King Tactical and Analysis Centre and the Tactical Training Officer, RN air station Culdrose.

To best support this new aircraft the two agencies have combined to form the Sea King Tactical Centre, with an updated organisation and terms of reference.

DCI(JS) 116/90

Less easy let-out

THE Admiralty Board has approved changes in the way that Return of Service and Premature Termination of Career Training regulations for officers are applied. This is to enable a better return on the considerable investment made in naval training.

The old and new rules which apply in different categories are fully listed. In some cases there is no change.

DCI(RN) 238/90

Drafty leads in disaster

CAPTAIN Naval Drafting has taken over the task of organising and running the RN centralised casualty reporting system (Major Ship Disaster Organisation) from CINCNVHOME. The co-ordination centre at Centurion will operate in three cells.

The three Casualty Action Centres (HMS Drake, HMS Nelson and HMS Cochrane) remain the responsibility of the respective Area Co-ordinator NPFS.

See also Drafty's Corner — page 4.

MQs go by numbers

THERE is to be a new series of unit identity numbers, allocated to each married quarter estate in the UK, to make identification of cash expenditure on MQs more easily available.

This follows consideration of how producing MQ housing management accounts could be made "less onerous".

The most difficult area to identify has been cash expenditure on items such as utilities

and barrack damages. Increased introduction of local works maintenance budgets and the "untying" of the Property Services Agency means the cash element of the account will increase substantially in the future.

DCI(Gen) 185/90

Badge of distinction

FOR ALL WE'LL SEE OF HIM HE SHOULD PUT 'EM ON HIS BACKSIDE!



A NEW range of self-adhesive badges of rank have been introduced for use in HM ships and RFAs by personnel when dressed in NBC clothing.

These are to ease recognition of individuals so that command and control can be more effectively exercised.

One badge should be worn on the front of the jacket, on the flap over the breast pocket. A second badge may be worn in the centre of the back. It has been found that badges are more readily visible in these positions than on the sleeves.

The badges are intended to be worn with NBC suit No. 1 Mark 4, which is being introduced progressively to replace the Mark 3 suit.

DCI(RN) 276/90

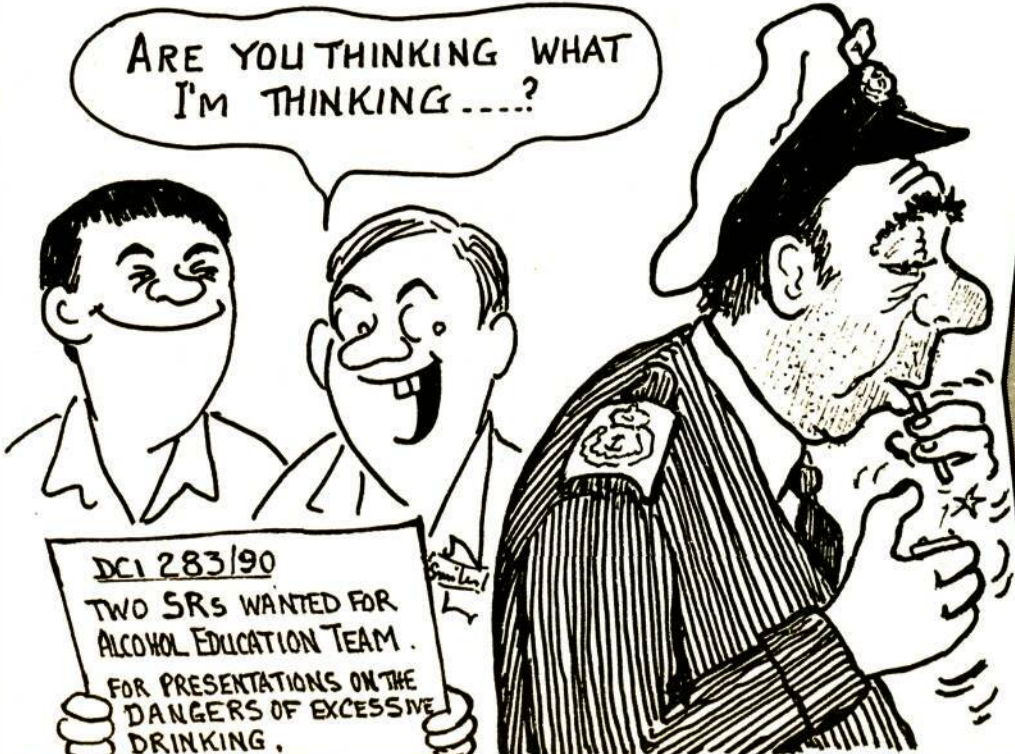
Double vision

THE Royal Naval Alcohol Education Team, consisting of two senior rates, carries out alcohol education in ships, establishments and units.

The programme is conducted at four levels: introductory lectures for all new entry officers and ratings; detailed presentations to personnel under training when they have gained further experience of Service life and conditions; presentations at not more than four-yearly intervals to maintain a general level of awareness of the dangers inherent in excessive drinking; and detailed presentations to those identified as showing difficulties in their handling of alcohol.

There is a continuing requirement for suitable candidates to man the team.

DCI(RN) 283/90



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Pregnant pause in engagement

THE policy of compulsorily retiring/discharging women in the Naval Service on grounds of pregnancy has been changed. Pregnant women in the regular or volunteer reserve forces are no longer required to leave the Service but may take a period of unpaid leave and return to work after the birth of their children.

Pregnant Servicewomen may now choose either to resign and take their discharge or to take unpaid leave. A woman who chooses to resign or take her discharge will be eligible as previously, if qualified, for terminal leave and a resettlement grant. After the birth of

her children she may also apply for re-entry in accordance with current rules.

The announcement, which says that each case must be treated individually, also says that detailed policy on maternity leave has yet to be finalised, but provides interim information.

(As previously reported, Servicewomen expecting a baby are now eligible for statutory maternity pay.)

DCI(RN) 261/90



Pay-out 'could be bigger'

FULL details of income and expenditure of the Voluntary Sports Subscription Scheme for the year ended March 31 are given, and listed are grants made to sports associations; sportsmen and sportswomen; ships; Commands and Areas; towards tour funds; and for capital projects.

The scheme makes a major contribution to sport in the RN and the higher the number of contributors the greater that contribution will become, says the announcement. At present some 55 per cent of those eligible do not contribute to the scheme and encouragement is

given for more people to join. The present subscription is 50p a month for all ranks, although this is adjusted from time to time to take account of inflation and the cost of living index. Adjustments will be about 10p.

DCI(RN) 248/90

AIM of this regular feature is to give a general impression of new Defence Council instructions affecting conditions of service. In the event of action being taken the full original text should be studied.

Sailing into the sunset

A Submarine Flotilla Sail Training Association exercise known as Sundowner 91 takes place between next March and June. The Joint Service Adventurous Sail Training Craft HMSTC Sabre, a Nicholson 55 with berths for 12, will be available for six, two-week legs. Destinations include Gibraltar, the Canaries and Palma.

The exercise is open to all serving members of the Royal Navy but is aimed primarily at the Submarine Flotilla. The announcement provides full details of dates, costs and application procedure.

DCI(RN) 275/90

NN Get Wise on DCIs **NN**

Courses cater for carers

A WIDE variety of short courses takes place at Amport House, Andover, Hants, designed to meet various needs.

Included are welfare counselling, leadership and management courses; special welfare seminars; a church music course; special lay training courses — and Sunday School teacher courses.

Details are available through chaplains, Education Centres, ships' offices or Amport House.

DCI(RN) 284/90

Early rise for SDs

IT HAS been agreed to extend the promotion zone for all SD lieutenants from the current 7-11 years' seniority as a lieutenant to 5-11 years' seniority, as reported recently in Navy News.

An announcement provides details of implementation of the new arrangement.

DCI(RN) 246/90

Family credit — do you qualify?

AN announcement on Family Credit, which was introduced in April 1988 and replaced Family Income Supplement, details eligibility rate and explains how claims should be made by families in the UK.

For Service families overseas the arrange-

ments differ, and these are also explained. Examples are provided of qualifying income levels for Family Credit which apply from April 10 this year. Unit pay offices have details of all the rates and conditions for those wishing to make further inquiries.

DCI(JS) 104/90

NN Navy News

1991

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Sharks gather as team celebrates



AFTER a busy 12 months, which included demonstrations at the Manchester Air Show, Biggin Hill Air Fair and the International Air Tattoo at Boscombe Down, the Sharks Helicopter Display Team rounded off the season by inviting 90 former Sharks to celebrate the 15th anniversary of the team's formation.

Bad weather prevented the present Sharks from performing before this especially critical audience but former team leaders joined Capt. Terry Taylor, commanding officer of RN air station Culdrose and leader in 1976, and 1990 leader, Lieut.-Cdr. Mark Osman, in a birthday toast.

The Sharks, all of whom are full-time flying instructors with 705 Squadron, took off in the spring of 1975 with a six-aircraft formation displaying at Portland, Yeovilton, Culdrose and Lee-on-Solent and by 1987 they were performing at 36 venues nationally and internationally.

A tragic crash reduced the team to four aircraft in 1977 and four Gazelle helicopters have been used ever since.

Many have tried to emulate the Sharks but few have lasted the distance with the result that they are now the premier display team in Europe and only one of four in the west — The Eagles (Army Air Corps), The Grasshoppers (Royal Netherlands Airforce) and The Hookers (US Coastguard).

1990 team leader, Lieut.-Cdr. Mark Osman, senior pilot of the squadron, is in his second season with the Sharks as is Lieut. Wayne Taylor, team manager.

Lieut. Andy Holley is in charge of flight operations with the remainder of the team being Lieut. Richard King, Flight Lieut. Mal Groombridge (RAF exchange officer) and Lieut. Kev Mathieson.

Meanwhile the Pussers' Pair, also based at 705 Squadron, Culdrose, have been enjoying their fourth year displaying in the UK and Europe.

Led by Lieut. Nick Houghton, with Lieut. Philip Garner as his number two, the pair have performed their eight minute sequence of close formation flying at 20 displays including RAF Finningley, where over 200,000 people attended, and at the Scheveningen Air Show in Belgium.

The Pussers' Pair also took part in the Battle of Britain celebrations at RAF St. Athan, in Wales, and at the Imperial War Museum, London.

● Above left and right: Formation flying from the Sharks Helicopter Display Team during 1976.

● Above: The Pussers' Pair on a fly past over Portland.

● Below: Former team leaders celebrate the Sharks 15th anniversary year — commanding officer of RN air station, and team leader in 1976, Capt. Terry Taylor, is pictured far left.



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NN/12/90

THIS CHRISTMAS AND NEW YEAR MESSAGE from the Navy Board surveys the current naval scene.

The responsibilities of the Board members are outlined below as are their wide-ranging careers ashore and afloat.

Aim to remove uncertainty

CHRISTMAS and New Year are times when everyone would like to be at home with families and loved ones. This year, with many extra people deployed on Gulf duties, in addition to our normal business maintaining the deterrent, in the South Atlantic, and on numerous other continuous tasks, many more of you will in fact be separated.

Whether on duty or on leave, all Naval men and women and their supporting civilian staffs can look back with great satisfaction on the highly dedicated and professional way that you have carried out your duties in 1990.

This has been a historic year, seeing the reunification of Germany, the break-up of the Warsaw Pact, a marked reduction in super-power tensions, and much progress in arms control talks. These events will have a lasting effect on the size and shape of our forces, as promulgated initially in the Options for Change announcement.

The future Navy will be smaller but more modern. Some of the changes are unwelcome, and the follow-up studies are causing some rumour and uncertainty. The Navy Board however remains determined to ensure that we achieve for the Service a better balance between what we have to do and the resources — people and equipment — we need to do it.

Achieving this balance will not be easy. The root cause is simply a shortage of money. The Government is reducing the defence budget in real terms to reflect the reduction in the threat to NATO, and in addition inflation has bitten into the cash limit this year. We are vigorously adjusting our tasks, equipment programmes and real estate, but all this cannot be done overnight.

Granby tribute

At the same time we have had to cope with the severe financial pressures that have affected so many areas of activity this year, even in basic matters such as gash-removal, ship cleaning and transport.

It has also led to some disappointments where we had hoped by now to have achieved greater improvements in pay, allowances and living conditions. Nor have we been able so far to put right our painful manpower shortages, which have been further worsened by new tasks such as guarding and Operation Granby.

The red and amber lights of the financial cut-backs have indeed been in sharp and sometimes confusing contrast to the green light at the same time for the Gulf reinforcement. However, the response of the Service to the crisis has been magnificent.

We can all take pride in the smooth, swift and unflustered way that the complex multinational Granby operation has been mounted, with much extra work involved. It has also been a timely reminder to the nation that we still live in an unstable world, that the Navy has been on Armilla Patrol for ten years, and that we are in a high state of readiness for such tasks.

Looking ahead to 1991, the difficult financial situation will continue, although it is expected that the New Management Strategy financial procedures to be introduced on April 1 1991 will improve the way that the problems are handled.

High priority

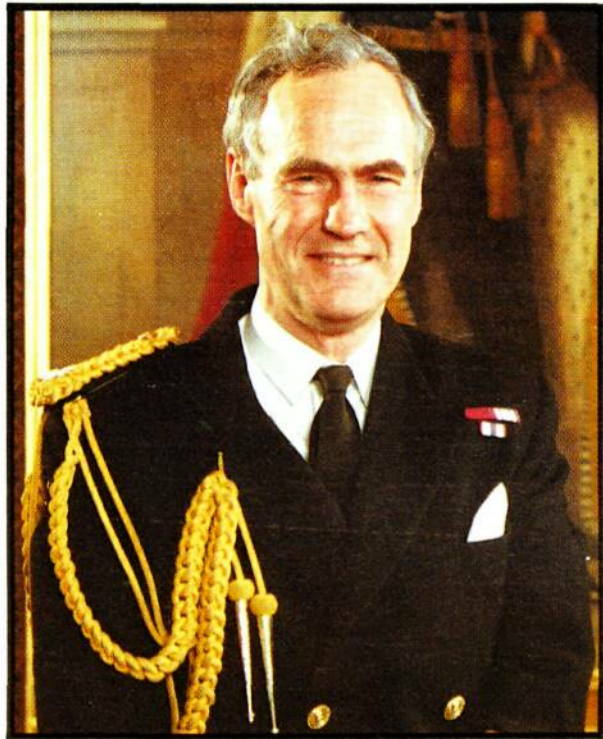
At the time of writing it is not possible to foretell how or when the Gulf crisis will end, but the country has confidence that its Naval Forces will do well whatever is demanded of them.

For the medium to longer term, outline planning will be completed on the future size and shape of the Service, and of its supporting structure of bases, air stations, training establishments and logistic depots. We hope that it will be possible to make further announcements on this progressively from this month onwards, removing much of the uncertainty.

The Navy Board will continue in 1991 to give very high priority to personnel measures, to work for improvements in the quality of the conditions in which particularly those at the sharp end operate and live, to reduce under-manning and overstretch, and to achieve a better balance between the tasks we have and the resources we are allocated.

On pay, the AFPRB continues to receive advice from the Navy Board and indeed from the other two Services. Realistically, we must understand that wider economic factors are at work and that these are beyond Navy Board control, but we are confident that the Body's annual recommendations will be made with our best interests in mind.

The Navy Board joins in wishing all those in the Service and in its support, wherever you may be in the world, and your families, and all other readers of Navy News, a Happy Christmas and, let us hope, a peaceful and prosperous New Year.



THE First Sea Lord is responsible for the fighting effectiveness, efficiency and morale of the Royal Navy and for ensuring the best organisation, equipment, manning and usage of the Service and its Reserve and civilian support to meet present and future requirements of defence policy.

His top priority is to achieve a better balance between tasks and resources (the Navy's people and equipment).

As a junior officer, Admiral Oswald specialised in gunnery and during his seagoing career served in 10 warships and had three commands — HM ships Yarrnton, Bacchante and Newcastle.

His appointments have included Captain of BRNC Dartmouth; Assistant Chief of Defence Staff (Programmes — which became Policy and Nuclear); Flag Officer Third Flotilla and Commander Anti-Submarine Warfare Striking Force; and Commander in Chief Fleet and Allied CINC Channel and Eastern Atlantic.

He became Chief of Naval Staff and First Sea Lord in May 1989.

Admiral Oswald, who is married with five children and four grandchildren, is a qualified gliding instructor and very keen on the sport. He also likes stamp collecting and sailing — but says he hates gardening.



THE Second Sea Lord is responsible for all aspects of naval personnel policy "from cradle to grave" and that includes appointing and drafting. A constant aim is improving the quality of naval life.

The present Second Sea Lord, Admiral Sir Brian Brown, is a Supply officer who spent his early years in the Service flying as a pilot in front-line fighter, Commando and ASW squadrons.

He spent two years with the Royal Marines and has a green beret.

He also has general service sea experience in a variety of ships and has served in ships and shore organisations supporting submarines and a range of administrative jobs in the Fleet Air Arm.

Admiral Brown has been heavily involved in manpower management over the past seven years in successive jobs as Director General Naval Personnel Services and Director General Naval Manpower and Training before becoming Second Sea Lord.

He is now in his seventh MOD job and has been involved in many defence reviews.

Keen on all sports, he remains an active cricketer.

NAVY BOARD MEMBERS AND THEIR ROLES



CHIEF of Fleet Support is Vice-Admiral Sir Jock Slater, whose responsibilities include the refitting, repair and maintenance of ships and submarines; operation of the RFA and RMA; the Hydrographic Department; maintenance and repair of RN aircraft and helicopters of all three Services; together with provision of all stores, fuel, clothing, ammunition and transport to the Navy.

CFS also has certain tri-Service support responsibilities for Operation Granby, and is at present engaged on the wide-ranging and radical review aimed at the restructuring of the support of the Royal Navy into the 21st century.

Vice-Admiral Slater, a navigation specialist and former Equerry to the Queen, has commanded HM ships Soberton, Jupiter, Kent and Illustrious and later appointments included Captain of SMOPS, Assistant Chief of the Defence Staff (Policy and Nuclear), and Flag Officer Scotland and Northern Ireland.

He is to be promoted Admiral in the New Year when he becomes CINCFLT.

Vice-Admiral Slater, who is married with two sons, is a former member of the National Youth Orchestra of Great Britain and enjoys a number of outdoor sports.



CONTROLLER of the Navy, currently Vice-Admiral Sir Kenneth Eaton, is the Navy Board member responsible for buying all the Navy's equipment — the bill this year will be £2½ billion.

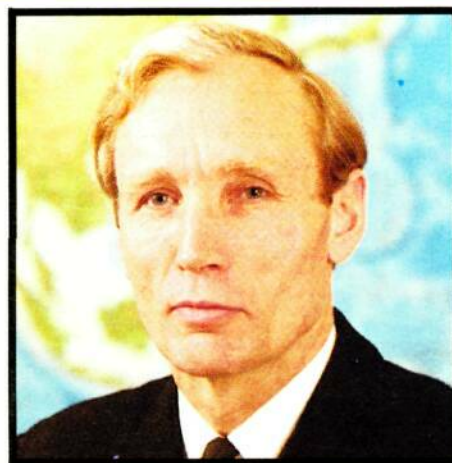
His top priority is to ensure that the Navy buys ships and equipment which are reliable and best value for money.

An engineer, he has been involved in naval command system development for many years, with a deep knowledge of electronic and computer systems in both hardware and software terms.

His ships have included HMS Cavalier, Victorious, Eagle and Bristol.

Vice-Admiral Eaton has served with Defence Communication Network Headquarters, and other appointments have included Assistant Director Surface Ship Command Systems at ASWE; Director General Underwater Weapons (Naval), responsible for procurement of all sonar and underwater weapon equipment; and Flag Officer Portsmouth and Naval Base Commander Portsmouth.

He is married with three children, and his interests include the theatre, the countryside, opera and classical music.



TASK of the Assistant Chief of Naval Staff, at present Rear-Admiral Hugo White, is operations and fleet fighting effectiveness, including influencing defence policy and size and shape of the future Fleet.

Current twin top priorities is conduct of the Gulf crisis and reshaping of the future Fleet in a reducing defence budget.

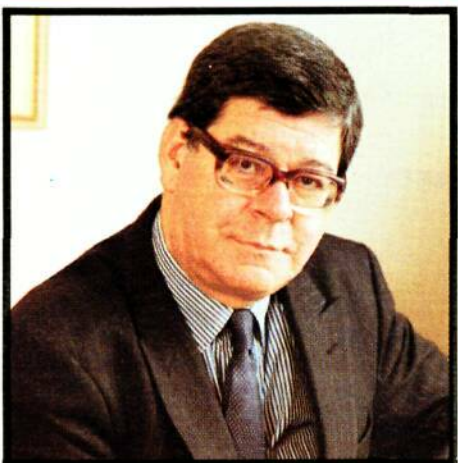
A submariner, Rear-Admiral White commanded HMS Oracle and has also commanded three surface ships, HMS Salisbury, Avenger and Bristol.

He has also held MOD appointments as a Captain and Commodore.

He was promoted rear-admiral on taking up the appointment of Flag Officer Third Flotilla, and returned to MOD to become Assistant Chief of Naval Staff in December 1989.

Next April he becomes Flag Officer Scotland and Northern Ireland in the rank of vice-admiral.

Rear-Admiral White, who is married with two sons, has hobbies of sailing, travelling and gardening.



AS HEAD of MOD's Office of Management and Budget, Mr. Moray Stewart (Second Permanent Under Secretary of State) has as his primary responsibility the exercise of central control over the Ministry's corporate financial planning, the commitment of resources, and the financial and management systems which the MOD follows through its work.

Because of the close relationship needed with colleagues in the Defence and single Service Staffs, the Second Permanent Under Secretary is a member of the Defence Council and of each Service Board and Executive Committee.

Current top priorities include implementing changes announced in the Options for Change statement. Another is to ensure that the New Management Strategy for Defence is brought into operation as planned on April 1 next year.

Mr. Stewart was Assistant Under Secretary of State dealing with defence policy and operations during the Falklands operation and the deployment of cruise missiles in Britain. He has also been Deputy Under Secretary of State with responsibility for Personnel and Logistics and Defence Procurement.

He is married with three sons and his interests include music and walking.

Pictures: PO(Phot) Stuart Antrobus, DPR(N)



Helping Hands



Road to Morocco

THE medical officer in command of the RN hospital in Plymouth, Surgeon-Capt. David Swain, and CPOMA Les Yeoman presented a cheque for £610 to the Dame Hannah Rogers School for Handicapped Children, in Ivybridge, Devon.

The money was raised by a team based at the hospital who climbed the highest mountain in North Africa earlier this year.

CPOMA Yeoman organised and led the expedition to Mount Toubkal (13,651ft) after which they spent 12 days trekking in the High Atlas Mountains, south of Marrakech, in Morocco.

Other members of the team included CMEM Anthony Hooper, POMEM Perry Mason and LWREN Debbie Stone.

Marlborough's marathon run



A TEAM of 12 runners from HMS Marlborough, the Type 23 frigate currently nearing the end of her build in Swan Hunter Shipbuilders, on Tyneside, completed a 296-mile sponsored run from the yard in Wallsend to the ship's adopted town of Marlborough, in Wiltshire.

Running in relays the marathon journey was completed in 37 hours, spread over four and a half days.

Sponsorship and collections en route raised over £3,000 which, when added to donations of £600 each from Swan Hunter shipbuilders and the Cleveland-based MTM Group (Marlborough Technical Management) means that well over £4,000 will be donated to the BBC Children in Need Appeal and Marlborough's Respite Club.

Pizza treat for Gulf kids

RESTAURATEUR Rod Taylor provided a helping hand for local naval families when he invited them to his pizzeria in Southsea, Portsmouth.

The wives, whose husbands are all serving in the Gulf, were invited to bring along their children and enjoy a slap-up meal of pizza and pasta and all agreed the special treat had taken their minds off events in the Middle East — if only for a short time.

"Something like this builds your spirits up a little," said Julie Coverley (25).

"Even though it's not going to make things better you know someone cares."

And mother-of-three, Nickey Redmond, of Drayton, added: "This meal is the one and only thing that's happened for us. It's really fantastic."

Pictured enjoying a "bite" of lunch with the pizzeria staff are, from left, Daniel Smallbone (nine), Lawrence Redmond (seven) and his brother Oliver (10).

Trafalgar's in peak condition

THEY may have been 20,000 leagues under the sea but LMEM Russ Turner and LSTD Jim Kiltie, of HM submarine *Trafalgar*, managed to scale the equivalent of Mt. Everest in aid of charity.

The two intrepid "mountaineers" climbed the engine room ladders in temperatures more akin to the tropics than the Himalayas and after the establishment of numerous base camps the "summit" was finally reached.

Meanwhile LS(TS) Phil

Spriggs shaved his head as part of the same charity appeal and had some explaining to do to his wife when he returned home still sporting the razor cuts from his ordeal.

Over £500 was raised from both events and a cheque was later presented to the Special

Care Baby Unit at Freedom Fields Hospital, Plymouth.

Money raised during the popular Summer Charity Show at HMS Sultan has been donated to the Hampshire Police Benevolent Fund.

The presentation of a cheque for £150 was made by Lieut.-Cdr. Terence Daniel, the Regulating Staff Officer at HMS Sultan, to Chief Inspector Terry Rawlings, of Gosport police.

Four members of the ship's company of HMS Soberton raised almost £1,000 for the Dove House Hospice, in Hull, by cycling from Rosyth to Hull over a three-day period.

The team from the fishery protection vessel set off from Rosyth and arrived at the hospice after overnight stops in Newcastle and Hull.

Donations and help with accommodation and travel were given by several firms and the rest of the money was raised by the ship's company.

To help the Fareham and Gosport branch of SSAFA in their fund-raising efforts the WOs' and CPOs' mess at HMS *Daedalus* donated the proceeds of an Italian Night.

Capt. A. Wale, chairman of the SSAFA appeals committee, received the cheque for £360 from WO Denis Day, president of the WOs' and CPOs' mess.

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Shelly gets her wheels

WHEN members of the ship's company of HMS Chatham heard that thieves had stolen money raised to help cerebral palsy sufferer Shelly Bark buy a motorised wheelchair they quickly came to her rescue.

3HZ mess and the Junior Rates struck upon the idea of a sponsored life raft endurance test and while the ship was alongside in Gibraltar the adventurous ratings spent 100 hours living on rations held in the raft.

Details of the event were broadcast on local radio and when children from St. Christopher Primary School, Gibraltar heard of the fund-raising efforts they also donated £300, bringing the final total to £1,348.70.

Above: Members of the ship's company with Shelly Bark. Left: LS Cribb accepts a cheque for £300 from the headmaster and children of St. Christopher School.



Helping Hands



DRAKE'S RULE OF THUMB

WHILE on a 2,500-mile charity coastal walk Bob Steel thumbed a lift from the Navy to keep his feet dry.

When Mr. Steele was walking along the South Devon coast potential officer candidates from Devonport helped him out by escorting him from Mothecombe to Salcombe, which involved crossing the rivers Erme and Avon by Gemini.

A £100 cheque presented by HMS Drake also went towards the £120,000 raised by Mr. Steel for the National Trust's Enterprise Neptune, a project designed to enhance public awareness of and access to the coastline.

Glasgow sacked!

"I BELONG to Glasgow..." that's what 42 of the 285 members of the ship's company of HMS Glasgow were able to say when she arrived "home" for a six-day visit.

On her arrival the type 42 destroyer was met by a team from the ship who had taken part in a charity coal hump.

LS Dickie Harston, LS Jim Seaton, LPTI Glen Young, LS Chats Harris, LS Charlie Brosnan, LMEM Colin McKee, WEM Arti Shaw and Sub-Lieut. Kevin Stockton carried 1 cwt of coal from Rosyth to Glasgow over a four day period and raised £1,500 for Ward 7A, the ship's affiliated ward of the Royal Hospital for Sick Children in Glasgow.

Sub-Lieut. Stockton and LPTI Young also took part in the Great North Run raising £400 for the Louise O'Shaughnessy Appeal.

Five-year-old Louise, from Dunfermline, is currently undergoing treatment for leukaemia in Edinburgh and the money will go towards the £3,000 needed to continue with her treatment and send her on a holiday to Disneyworld.

During the ship's visit Flag Officer Scotland and Northern Ireland Vice-Admiral Sir Michael Livesay presented a cheque for £2,500, on behalf of the Glasgow, to the Erskine Hospital Appeal.

Argus supports RNLI

AS part of the celebrations marking the 25th anniversary of the formation of the Royal Naval Supply and Transport Service, (RNSTS) all 40 of its establishments throughout the UK and abroad are organising fundraising events with proceeds going to local charities.

Already a cheque for £4,805 has been presented to Peter Holness, of the Royal National Lifeboat Institution by John Baugh, Head of the RNSTS, at their headquarters in Ensligh, in Bath.

Money for the RNLI was raised by a grand prize draw held on board RFA Argus, with prizes ranging from holidays to cuddly toys.

On song

OPERA singer Paula Bott was one of the star attractions at a concert held by the Band of the Royal Marines CINC-FLEET at St. Martin-in-the-Fields, Trafalgar Square.

The evening raised over £2,000 for the King George's Fund for Sailors.

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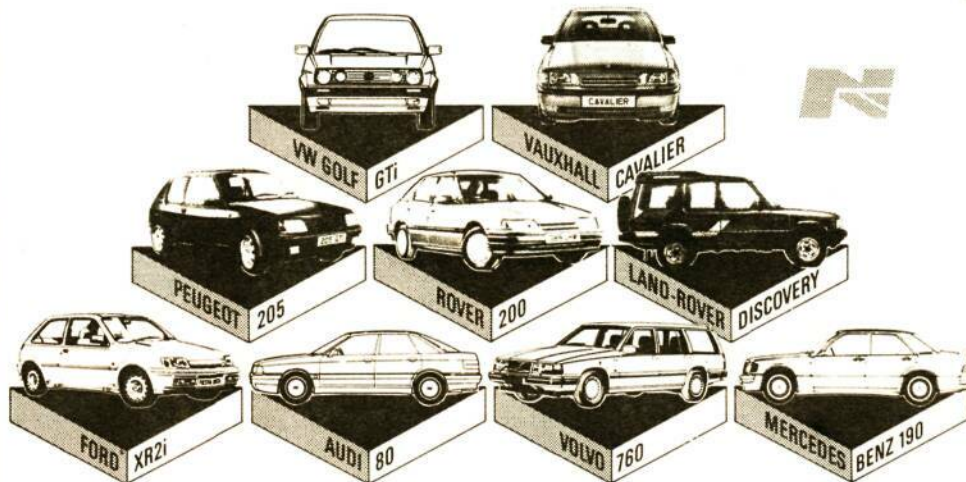
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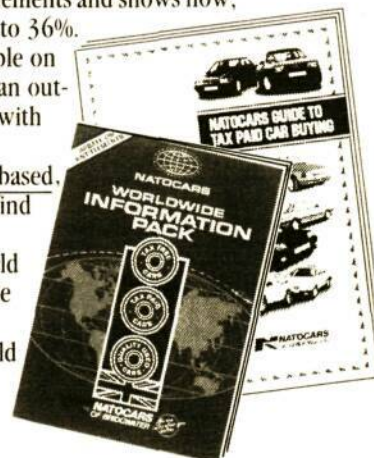
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NEW LOOK HARRIERS ALL AT SEA

TWO of the new Sea Harrier FRS2 fighters, from the A and AE Establishment at Boscombe Down, have successfully carried out sea-trials on the flight-deck of HMS Ark Royal, operating in the South West Approaches.

The Sea Harrier FRS2 is recognisable by its new "nose job" and slight increase in length over the current Mark One version.

The distinctive rounded nose houses the new Blue Vixen radar which, together with the newly-fitted AMRAAM air-to-air missiles, gives the aircraft much greater

potency, enabling the pilot to take on multiple targets beyond the visual range of the hostile aircraft.

Like its predecessors, the FRS2 retains the ability to carry Sidewinder air-to-air missiles, Sea Eagle anti-ship missiles and 30mm cannon and bombs.

Ten of these new aircraft have been ordered for the Royal Navy and it should enter service in 1992.

● Sea Harrier FRS2, XZ439, takes off from HMS Ark Royal's "ski-jump" for the first time piloted by Lieut.-Cdr. Simon Hargreaves, the Navy's test pilot at Boscombe Down.

Royal Arthur's record

THE record for HMS Royal Arthur's tough "Cliff and Chasm" run was shattered by a team from Petty Officers Leadership Course 2033.

The team achieved the remarkable time of 4 minutes 55 seconds, beating the record established by 1870 course in October 1986 by eight seconds.

Led by PO WEM(R) Jack Straw, the new record holders put their success down to prior preparation and planning, combined with the excellent support of the non-running course members, even during 6 30 a.m. practice sessions, and their cheer leader, course president CPO MEA L. Snell.

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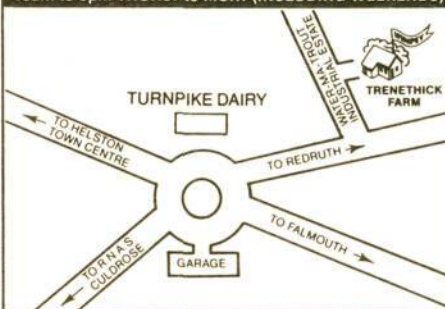
FEATURES

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Fleet Air Arm wins awards

THREE members of the Fleet Air Arm have been presented with awards for their outstanding aviation service.

For George Medal winners POACMNs Stephen Wright and David Wallace, the Prince Philip Helicopter Rescue Award was further recognition of their "exceptional courage and leadership" during a daring rescue operation last year, when 40 personnel were successfully lifted from a Pakistani ship, sinking in appalling weather conditions off the Devon coast.

Both of the airmen were also awarded the Silk Cut nautical award.

Lieut.-Cdr. Paul Barton's award — the Sir James Martin Award — was for his "outstanding and practical contribution" to air safety.

Head of the Navy's Accident Investigation Unit for the past five years, Lieut.-Cdr. Barton has been involved in investigating, providing evidence and making recommendations for air safety improvements.

He is currently working on a trial installation of a Peripheral Vision Device to assist pilots in overcoming disorientation, assessed as the cause of many aviation accidents in the past.

All three were presented with their Awards by Lord King, Chairman of British Airways, at a celebration banquet held by the Guild of Air Pilots.

TARDIS links up at Dryad

THE TARDIS at HMS Dryad may not look much like Dr Who's time machine — but it still packs a lot into a small space.

The final link in the Tactical Radar Display Instructional System at the School of Maritime Operations, between a series of electronic warfare systems and a central radar simulator, has now been made.

It is designed to improve operators' skills by generating realistic scenarios from which they can practise providing long range early warning of other ships and aircraft.

Cardiff gets the Mantle

HMS Cardiff's close range weapons crews were presented with the Mantle Cup by Flag Officer Flotilla One, Rear-Admiral Peter Woodhead, at a ceremony on board the destroyer.

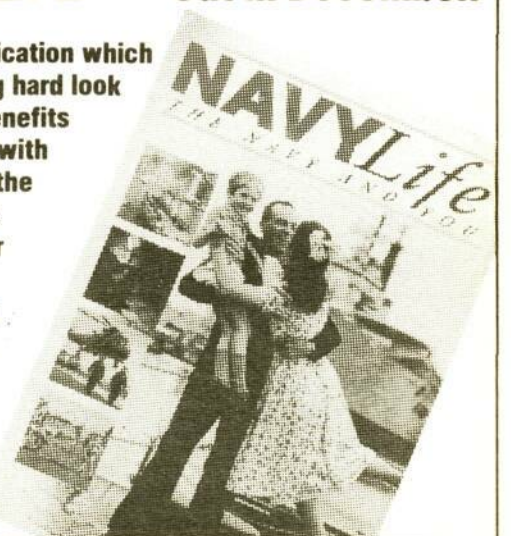
The Mantle Cup is awarded annually to the best close range weapons team (crew and maintainers), as assessed by performance on operational sea training at Portland.

The Cardiff is currently on operational deployment in the Gulf.

NAVY LIFE

Out in December.

A new publication which takes a long hard look at all the benefits associated with a career in the Royal Navy. Look out for your free copy which will be distributed through Ships and Establishments.





Family centre offers support in Gosport

FOR some time a group of interested people have been meeting to establish a Child Development and Family Centre for the Gosport and Fareham districts which would act as a "satellite" to the main unit already planned for Portsmouth.

Now the Royal Naval Hospital at Haslar has provided premises which will be used for the next few years until a more central location can be found.

£500 BOUNCE

CHILDREN of serving naval personnel were amongst those who took part in a sponsored "bounce" to raise funds for a new mini-bus for Our Lady and St John School, Hayling Island.

Emma Phillips, Martin Bennett, Jodie Graham and Benedict and Christopher Swan, whose fathers serve in HMS Dryad, HMS Beagle and HMS Charybdis, "jumped for joy" on a bouncy castle and raised over £500.

The centre is the result of collaboration between local civilian, naval welfare agencies and KIDS, the national charity.

Underpinned professionally and financially by KIDS, King George's Fund for Sailors, the RN and RM Children's Trust and the Navy it is run by Bridget Watts, an experienced primary school teacher who is the newly-appointed co-ordinator.

Play sessions

The aims of the centre are to provide a base for therapists to assess and treat handicapped children and involve them in developmental play sessions.

There will also be an information and advice service and will provide support links for parents of newly-handicapped or newly-diagnosed children.

Regular meetings, discussion groups and films for parents will be held at the centre which

will also provide a local base for multi-disciplinary meetings and case studies.

Future events are to include Saturday morning fun sessions and school holiday play schemes will also be arranged.

Further details about the centre can be obtained from Bridget Watts, Centre Co-ordinator, Child Development and Family Centre, RN Hospital Haslar, Gosport, Hants, PO12 2AA (tel. 0705 511824).

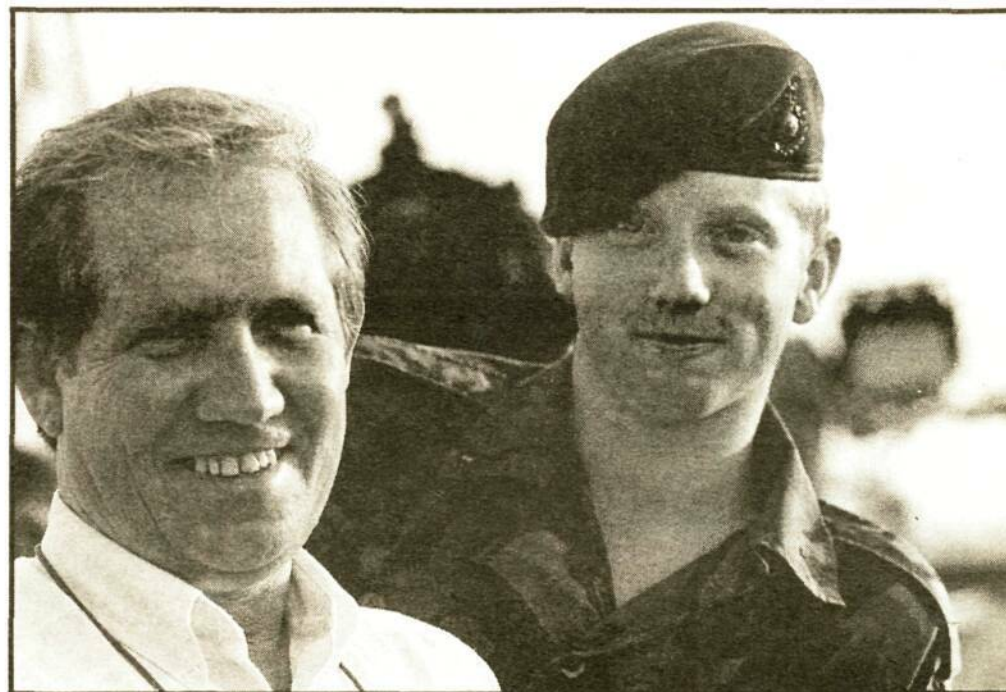
Extra insurance premiums may be recovered

IN answer to a Commons question about insurance cover for Service personnel in the Gulf, it was stated for the Government that all Service personnel are eligible for benefits under the Armed Forces Pension Scheme in the event of attributable injury.

Decisions to take out personal accident or life insurance cover were the responsibility of individual Servicemen and women.

A number of policies tailored to their needs were available, and these were given publicity in the Services.

"Where additional premiums are charged because of defined Service risks, a large part of the extra cost may be reclaimed from the Ministry of Defence."



Gulf reunion for father and son

AS the Type 42 destroyer HMS Gloucester docked for a three-day stand-off at the Gulf port of Damman, Mne. Brian Singleton (19) was reunited with his father Tony, a former naval electrician on board HMS Ark Royal.

During his latest tour of duty with the Gloucester Brian had boarded two Iraqi vessels — the Tipu Sultan and the Nada — for a close inspection of their cargoes.

Nothing was found but it certainly added excitement to his day. "There's a lot of waiting around for action," he said, "but when things happen, they happen very fast — that's what makes it worthwhile."

Thirty years ago Tony Singleton visited the Gulf in HMS Centaur and is now on the staff of the Naval Forces School for Saudi students at Al Jubayl.

He was delighted to meet up with his son during their short run ashore in Damman and added, "Just seeing him abroad brings it all back — you don't ever forget being a sailor."

Sale of surplus naval quarters

FORMER naval married quarters are listed in the latest bulletin of surplus properties being offered for sale to serving personnel under the discounted purchase scheme.

These include 31 three-bedroom terrace and 24 two-bedroom terrace houses at Rowner, Gosport; seven three-bedroom semi-detached houses in Rosyth; two three-bedroom semi-detached houses in Egguckland, Plymouth and one three-bedroom semi-detached house

in St Budeaux, Plymouth.

Full details can be found in Bulletin 105 issued by the Joint Services Married Quarters Sales Office. Closing date for applications for the above-mentioned properties is January 3 1991.

HIVE OF ACTIVITY AT HERON



Cdr. Chris Page, executive officer of HMS Heron, is pictured, above, with members of the newly-opened Honeyput playgroup.

Falling under the auspices of the wives' Hive organisation the playgroup equipment and facilities have been "begged, borrowed and stolen" by supervisor Diana Preston and her

two assistants, Gill Nutland and Rita Orridge.

The Honeyput is open every weekday morning and can cater for 15 children from three-year-old to school age.

This is the first naval group to be formed in Yeovil and is open to children of personnel serving at Yeovilton and who live on the Fairmead married quarters estate.

BA checks in

BRITISH Airways have opened a "leisure unit" at the Services Booking Centre in London to offer a section specialising in personal and leisure and travel requirements for Service personnel, MOD civilians, their husbands or wives, and dependant unmarried children under 25.

For many years British Airways staff within the Services Booking Centre have been heavily involved with duty travel arrangements for the Armed Forces and MOD civilians. Now the airline offers an extra service.

To help the new unit become quickly established, BA are making special offers to a number of popular holiday locations. There is also a chance to win two free tickets to America in a prize draw for those purchasing a BA ticket through the SBC before March 1 next year.

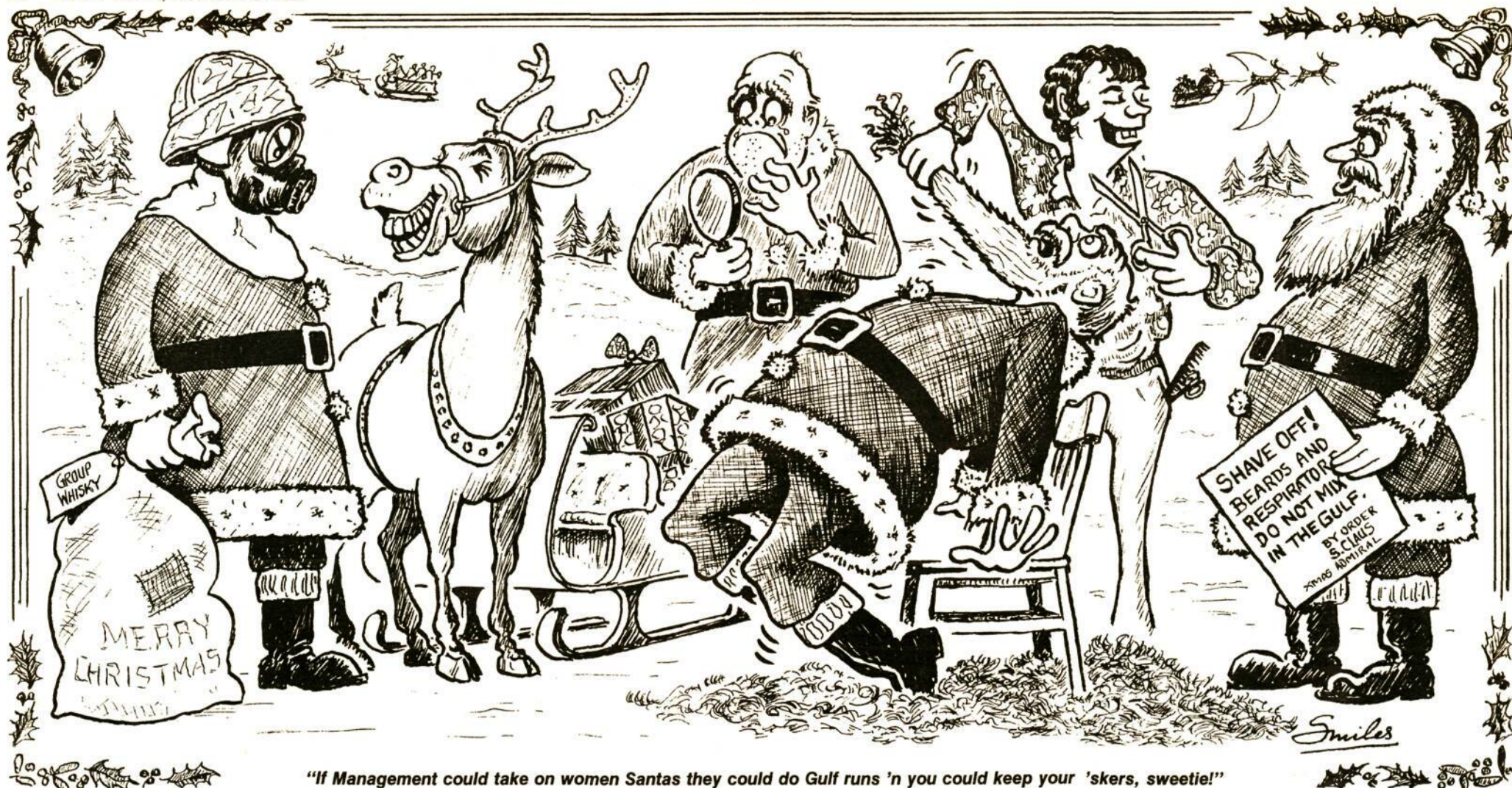
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NEWSVIEW

Value of a friendly ear

NEAR the end of an eventful year, the Service continues to play a vital role in the Gulf, where many naval people find themselves this Christmas. Others too will be far from home, in the South Atlantic and elsewhere.

The Gulf crisis apart, the year's most significant events have doubtless been the "Options for Change" statement outlining the future size and shape of the Navy, and the advent of Wrens at sea. How many would in January have believed that by the year's end women would be afloat in RN warships as full members of ships' companies?

From the commanding officer of their first ship has come praise for coping with difficult tasks, "despite the odd tear shed". He also said there had been no reduction in standard of efficiency since the Wrens joined the ship. "It is to their great credit that we have come out top line."

Putting it nicely into perspective perhaps was the Wren who said the lads would like them to take a saucer of milk out to the Seacat — but they knew better.

Encouragement

Now, however, it is the Gulf which dominates — and the value of compassion for those left at home is emphasised by a letter from a wife who first wrote in 1975 and is now facing another of many Christmases separated.

Sending encouragement to wives at home, she says, "No-one prepares you for this. But having 21 years of experiencing naval life — and damn those who say 'She's used to it by now' — I am still not used to being apart. Yet I'm still a loyal naval wife."

Family and friends were important, but she recalls a wet and miserable day when two naval people who understood her loneliness were able to offer compassion and a friendly ear. "Please remember there is always someone ready to help... it is only a telephone call away."

The help offered by the Navy comes in a range of ways — and that includes a link system operated by some ships so that messages are passed on through a wives' telephone "chain". To quote our correspondent, "Take heart from an old timer and hang on in there".

Such sentiments can only bring reassurance to those far from home this Christmas. To them all, and to the families and our many other readers, we send sincere good wishes for Christmas and the New Year.

SCHEME 'NOT PERFECT BUT SOUND'

Should you opt for the Open?

THE Second Open Engagement was introduced into the Royal Navy in 1986 as part of the restructuring of rating engagements. Now it is routine business.

But is it the attractive option that was promised — and is it meeting the manpower challenge?

Over the last 12 months considerable interest and concern has been expressed on various aspects of 2OE. Here the Director of Naval Manpower Planning (Capt. T. W. Loughran) answers some of the questions asked about a scheme which he describes as not perfect but sound.

FROM a manpower planner's point of view, 2OE is a considerable improvement on the Continuance in Service scheme.

We now have just under 2,700 men on 2OE, with about 50 per cent more senior ratings serving beyond the 22-year point than under the previous system. But it is not all rosy. The 2OE acceptance rate at 65 per cent is not as high as we would wish, and notice giving is running at about 8 per cent. However, 2OE is a marked improvement on the old scheme.

Over recent months, many questions have been asked and a number of fears expressed about the award, and perhaps it is time to look at some of the main areas of interest:

Why can't all senior ratings be awarded 2OE?

Too many 2OE men would severely affect promotion prospects of junior personnel and therefore vacancies are very carefully managed. However, some slowing of the average time served to CPO was anticipated in setting up the engagement and a maximum delay was set at three years.

This has yet to be reached in any of the branches as a considerable number of 2OE men have yet to pass the 22-year point when many would have normally left the Service.

Current delay attributable to 2OE stands at about 12 months. Other factors such as the reducing requirement for manpower, overbearings and wastage rates have much more impact on career progression.

2OE is primarily aimed at CPOs and WOs, with WOs gaining automatic selection on promotion (although in practice many are already on 2OE). Vacancies for POs are limited as the main thrust of the award is for a level of experience, professional skill and managerial expertise normally only found at the CPO level and above.

Women later

QARNNS and WRNS personnel will be considered for 2OE at the earliest possible time, but with sea service a central element of the award it is likely to be some while before sufficient senior rating sea volunteers are supported by broad branch structures to enable selections to be made without adverse impact on the careers of junior female personnel.

Will Warrant Officers promoted prior to 1986 be awarded the 2OE?

All Warrant Officers not yet selected for 2OE who are volun-

teers are eligible to appear before the Board in their last four years of service. However, selection opportunities for WOs of some of the smaller sub-branches are likely to be very limited. Additional 2OEs in these sub-branches would take the delay factor to CPO past the three-year point. Regrettably therefore, some WOs may only have the opportunity to serve for 27 years.

How are vacancies decided?

Vacancies are determined by computer within the Directorate of Naval Manpower Planning and take into account such factors as manpower needs over the next 10 years, promotions to CPO and WO, wastage rates, average length of service to CPO and the number of 2OEs already awarded.

Where quotas permit, vacancies are allocated across all groups appearing before the Board, with emphasis on the junior candidate.

How are selections made?

In the normal course, each candidate is eligible for consideration by up to four successive boards in their last four full years of service. The spread of vacancies allows a high proportion of men to be selected first shot so futures can be planned at the earliest time.

This strategy was adopted in response to misgivings about the Continuance in Service scheme for which selections were not

made until the last two years of service, giving very little time for planning.

Reserves are only selected for the senior group as vacancies unfilled at this stage represent an irretrievable loss to the Service. However, refusals from those with selection opportunities remaining do not form a loss as unfilled vacancies can form part of a quota at a subsequent board.

What is in it for me?

Probably the main benefits of the award are job security and flexibility offered to personnel in deciding when best to leave the Service. Retirements can be planned to coincide with children completing education, final mortgage repayments or indeed the maturity of a savings scheme.

Opportunities

Much work also has been done to improve job opportunities, with a number of Extended Service billets returned to Active Service and more in the pipeline. The "de-enrichment" of some junior officer billets is also under consideration and together these measures will further enhance employment prospects.

Not all topics can be covered in an article like this but, with the mechanics explained and most regular questions explored, perhaps those concerned will be in a better position to make their mind up about 2OE.

It is a sound scheme with benefits to both the Service and the individual. Needless to say, it is not perfect and any suggestions for improvement would be welcome through the normal channels.

Meanwhile, in a post-Christmas dinner contemplative mood, you could reflect on the advantage it may hold for you...

Duster to mark a decade of Gulf duty

TEN years of Royal Navy deployment in the Gulf were commemorated when Sir Jeffrey Sterling, president of the General Council of British Shipping, presented a Red Ensign bearing the names of all 106 ships which have taken part in the Armilla Patrol to Vice-Admiral Sir Jock Slater, Chief of Fleet Support.

The Ensign also bore the names of the 26 merchant shipping companies whose ships were accompanied through the Straits of Hormuz.

At the time of the presentation on board HMS Cornwall in the Pool of London, the Royal Navy had already conducted more than 1,000 challenges of merchant shipping since the United Nations Security Council imposed economic sanctions on Iraq on August 25 (see centre pages).

Since then, it has also been involved in a series of interceptions, a number involving boarding parties.

The RN established a presence in the Gulf in October 1980, a month after the war between Iran and Iraq began. Routine patrolling continued for several years and was followed by a more forward deployment policy. In January 1987 it was decided that as many British and British dependency flagged and owned ships as practicable would be accompanied through the Straits.

There were also continuous MCM operations by the Royal Navy in the area between 1987-89.

The policy of accompanying merchant ships continued until October 1 1988. In total the RN oversaw 1,026 merchant ship movements through the Straits — more than twice the number accompanied by all other Western navies combined.



Affray wreck found

NAVAL hydrographers working in the English Channel traced the submarine Affray, lost with her crew of 74 in April 1951.

The surveyors, embarked in the MV British Enterprise IV, have been working on the Casquets Traffic Separation Scheme since March and the wreck of the Affray was one of the many located with modern sidescan sonar.

It is still in good condition and lies upright on the seabed close to the position held in the records of the Hydrographic Office, about 16 miles west-north-west of Alderney.

Other wrecks found during the course of the survey included the remains of German U-Boats 1191 and 269 and the German battleship Baden.

The Baden was rescued from scuttling attempts by her crew by British tugs in Scapa Flow in 1919 and finally sunk by gunfire from British battleships during a series of tests in August 1921.

First move out of Royal William

THE Navy's evacuation of historic Royal William Yard in Plymouth started with the opening of a huge supply store in a former aircraft hangar.

It marked the first step by the Ministry of Defence in its planned release and sale of the 157-year-old yard by 1992.

The prime site will be sold piecemeal to developers for housing and commercial use.

The newly-renovated hangar will be used primarily to store Navy salvage equipment currently stored at Turnchapel. Marines from the Royal William Yard will then move into space created at Turnchapel.

Opening the new store, the Flag Officer Plymouth, Vice-Admiral Sir Allan Grose, said: "This is a most important first step in a number of very complex moves which will eventually lead to the evacuation of the Royal William Yard."

Duty paid

Remembrance Sunday coinciding with the second anniversary of HMS Leeds Castle's arrival for patrol duty in the Falkland Islands, the ship did a sail past and piped the Type 21 Memorial in Falkland Sound.

No trouble with oil on this water

ENVIRONMENTALLY friendly, Queen's Harbour Master for the Clyde Cdr. Ian McKechnie directed an oil pollution control exercise off Greenock.

Although not as busy as it once was, the Firth of Clyde is still used by heavy commercial and military vessels, any one of which has the potential to create an oil spillage large enough to damage the estuary's environment.

The exercise used fleet tenders from Great Harbour Greenock and the Clyde Submarine Base at Faslane.

Some were rigged with spray-booms and dispersant tanks while others were used to skim the water, lifting a slick simulated by fire fighting foam.

The exercise was declared a major success and QHM, tasked with maintaining an organisation to deal with oil pollution, hopes to repeat the exercise annually.

Ariadne traps the Rooke

HMS Ariadne, last of the Leander class frigates still armed with a twin 4.5 inch gun, has won the Rooke Trophy for Seacat missile firings.

The trophy is awarded annually to the ship achieving the best results in all firings of the weapon system.

At a ceremony in Portsmouth it was presented to the ship by Flag Officer First Flotilla, Rear-Admiral Peter Woodhead and accepted on behalf of the Seacat team by the ship's Operations Officer, Lieut-Cdr. Steve Bateman.

Homage to 'Harry Tate's Navy'

ONE THOUSAND members of the Royal Naval Patrol Service Association and their families gathered at Lowestoft to remember the men of 'Harry Tate's Navy' who died in the Second World War.

The veterans were joined by a representative of the United States Coastguard Service, Chief Peter Stone — who cares for the graves of crew members lost when the Patrol Service vessel Bedfordshire sank off Virginia in 1942.



Sussex makes an eight

A new University Royal Naval Unit has been established on campus at Sussex — making a total of eight now in operation.

Aim of the URNU is to promote the Naval case within the university and give students the chance to experience life at sea onboard a fast patrol boat.

Here the University of Sussex unit's new Officer-in-Charge Lieut Ben Falk starts opening new horizons with the help of Honorary Midshipman Paul Sullivan, RNR, 'on loan' from Bristol URNU.

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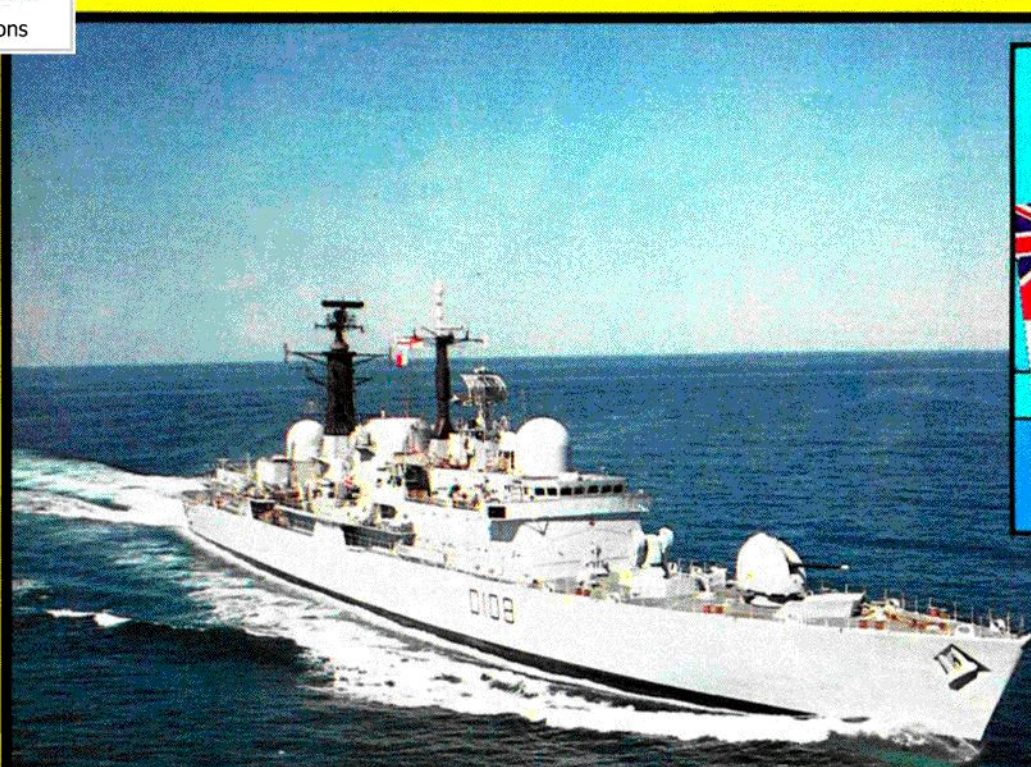
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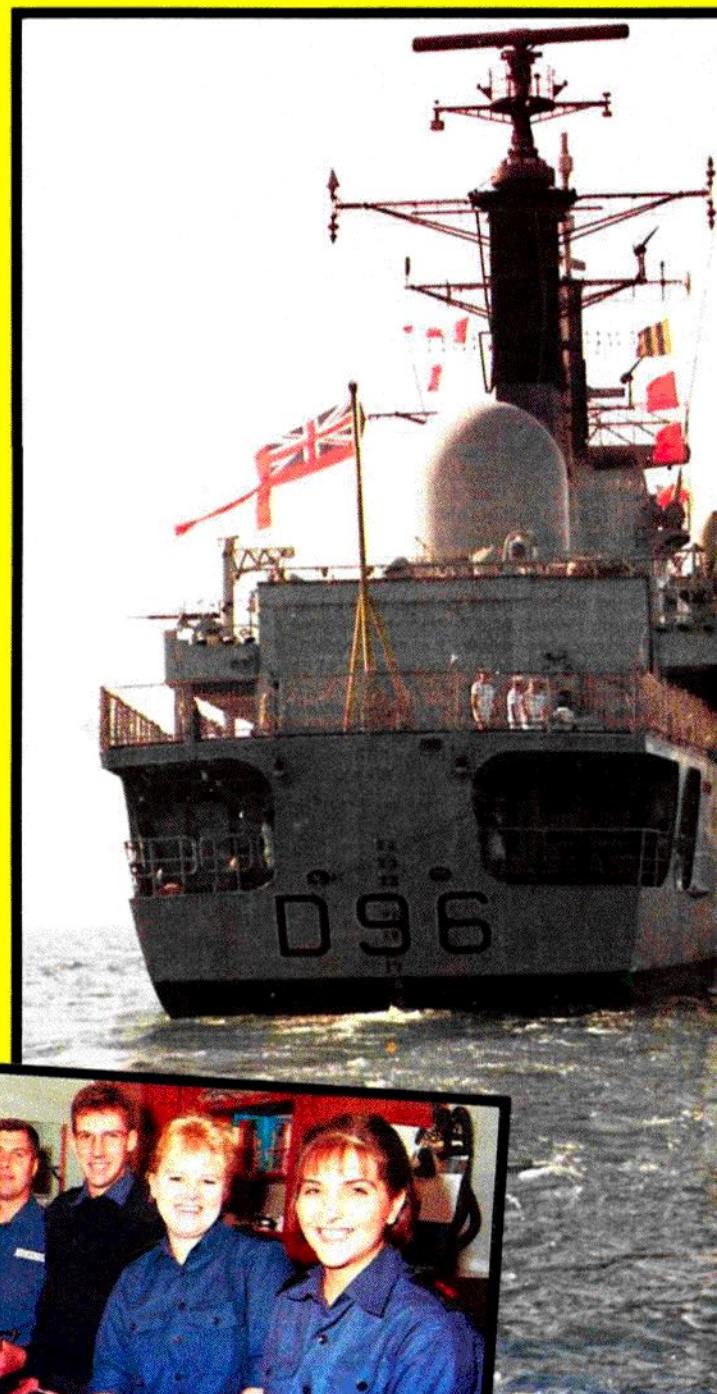
THE NAVY IN THE GULF



● Above — HMS Cardiff on patrol in the Gulf with (left) her commanding officer, Cdr Adrian Nance on the bridge.

● Right — HMS Gloucester on her way to Damman, Saudi Arabia at the beginning of last month.

Tension mounts in the pl *A raging*



Pictures by Director of Public Relations (Navy) and RM Commando PR staff.



'Argus's angels'

NEARLY 90 medical staff, including ten surgeons and 40 nurses from Queen Alexandra's Royal Naval Nursing Service, were on board the aviation training ship RFA Argus — transformed into a floating medical centre — when she sailed from Plymouth for the Gulf area at the end of October (left).

A two-storey 100-bed air-conditioned hospital has been created in one of her giant hangars and the medical team includes about 40 nurses from RN Hospitals Haslar and Stonehouse — nearly all of them female.

Embarked too, as well as ship's company members, is the RM Band of CINCFLEET, who in the event of conflict can act as medical orderlies, and two members of the WRNS.

Sea King helicopters from 846 Squadron which also joined the ship are able to act as air ambulances.

Surg. Cdr Paxton Dewar, who heads the medical team, said the ship was equipped to provide comprehensive medical support to the multinational task force.

● Checking over some of the medical equipment are several of the QARNNS members who joined RFA Argus for Gulf duty. From the left, CNO Gillian Comrie, CPOEN(G) Philip Denton, LEN(G) Andy Richardson, LRGN Sue Fletcher and LRGN Elaine Bate.



acid waters of the Gulf ng calm

LIKE other RN Armilla warships which are part of the multinational force enforcing the UN trade embargo against Iraq, HMS Gloucester has taken part in many interceptions — several of them involving boarding operations.

One vessel boarded was carrying Indian refugees out of Kuwait and another was an Iraqi merchant vessel. Neither was found to have prohibited cargo, so they were allowed to sail on.

The Gloucester's commanding officer, Cdr. Philip Wilcocks, said that in both cases the Royal Marines boarding were greeted cordially by ship crews who co-operated fully with the inspections.

Marine Paul Gillespie, a member of the ship's Marine boarding party, agreed that the crews had been co-operative. But, he said, "There's always a bit of apprehension when you go on board because you don't know what you're going to find."

The Marines fast-rope on to the ships from Lynx helicopter and once on board secure the bridge as quickly as possible, then stand guard as the Navy inspection teams search for prohibited cargo.

Cdr. Wilcocks said the embargo had been a success. "Any ship of any substantial size is being intercepted," he said.

"It is almost impossible for anyone to get 10 or 15 miles into the Gulf of Oman without meeting some sort of warship and I am very impressed by the level of co-operation between the ships enforcing the embargo. It is wonderful to see the way the information flows around."

The interception programme involves more than 50 ships. Air traffic is also moni-

tored. The only problem mentioned was a radio operator known as "The Monkey" who used emergency frequencies monitored by the international fleet to broadcast obscene messages!

Meanwhile, clearing the way through the sea lanes for the Seventh Armoured Brigade's shiploads of tanks has been the much-appreciated duty of minehunters HMS Atherstone, Cattistock and Hurworth.

Whether or not the Iraqis have been able to lay any mines — a ship was reported "acting suspiciously" at the very beginning of the crisis — no-one is taking any chances and the Portsmouth-based trio is seen to perform a vital role.

Every square foot of the ports and sea-lanes of the Southern Gulf is carefully plotted. As Cdr. John Scoles, leading the group from the survey ship HMS Herald, put it: "If someone put a shopping trolley down there we could identify it."

Also seen in these pages are the Type 42 destroyers HMS Cardiff — on her second deployment to the Gulf this year — and HMS London. According to an ITN reporter, there's "not a man on board who does not expect their roles as policemen to be suddenly changed." Which means a relentless routine of defence watches — six hours on, six hours off, with time only to shower, eat and sleep in between.

There is no opportunity to relax in this waiting game. In the words of Commodore Paul Haddacks: "We live day-to-day here, but we remain ready for anything and prepared for anything."

● Left — Commander British Forces Middle East Lieut-Gen. Sir Peter de la Billiere visits HMS London, met by the ship's Executive Officer, Lieut.-Cdr. Rob Farmer, while Capt. Iain Henderson looks on.

● Right — a dangerous time of day. LS(M) Mark Burns keeps watch as the sun rises on HMS Cardiff.

● Below — HMS London, cross operating in the Gulf, as seen from HMS Cardiff.



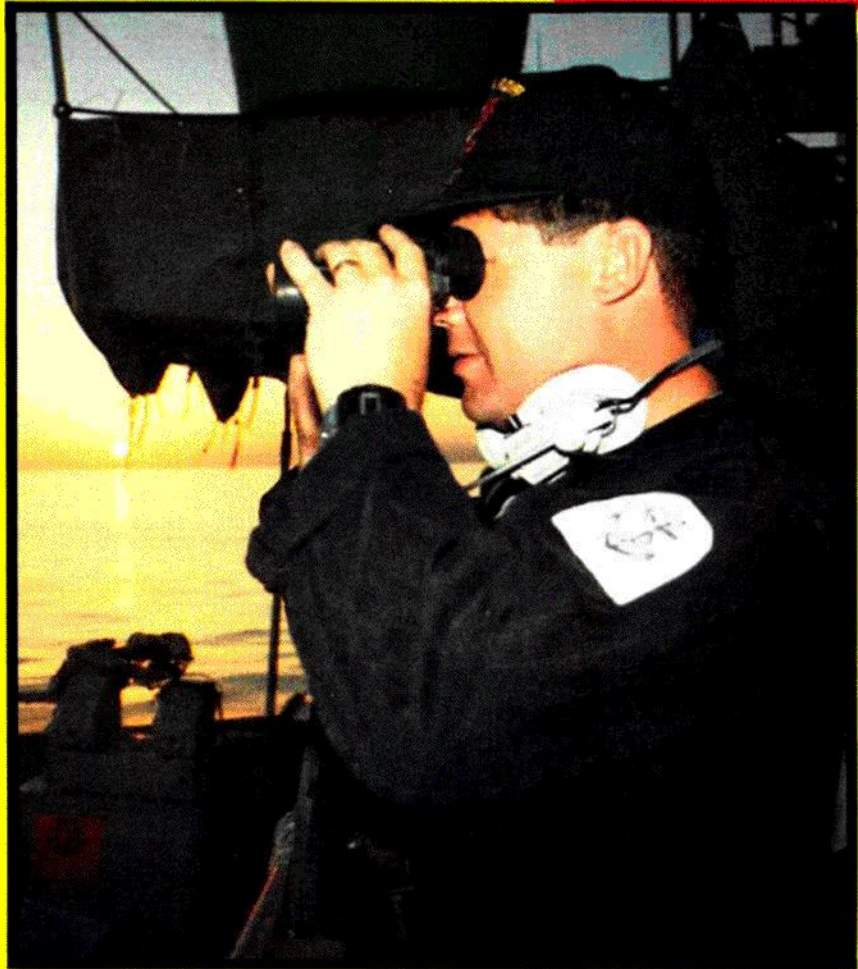
IN THE PINK

PAINTED in desert camouflage "pink" for a possible role as medical evacuation helicopters, four Sea King Mark 4 of 846 Squadron fly across the West Country to join RFA Argus before she left Plymouth for the Gulf area (see below, left).

The Commando Sea Kings can accommodate at least nine stretchers, plus two medical attendants in the casualty role, or transport up to 28 troops or refugees.

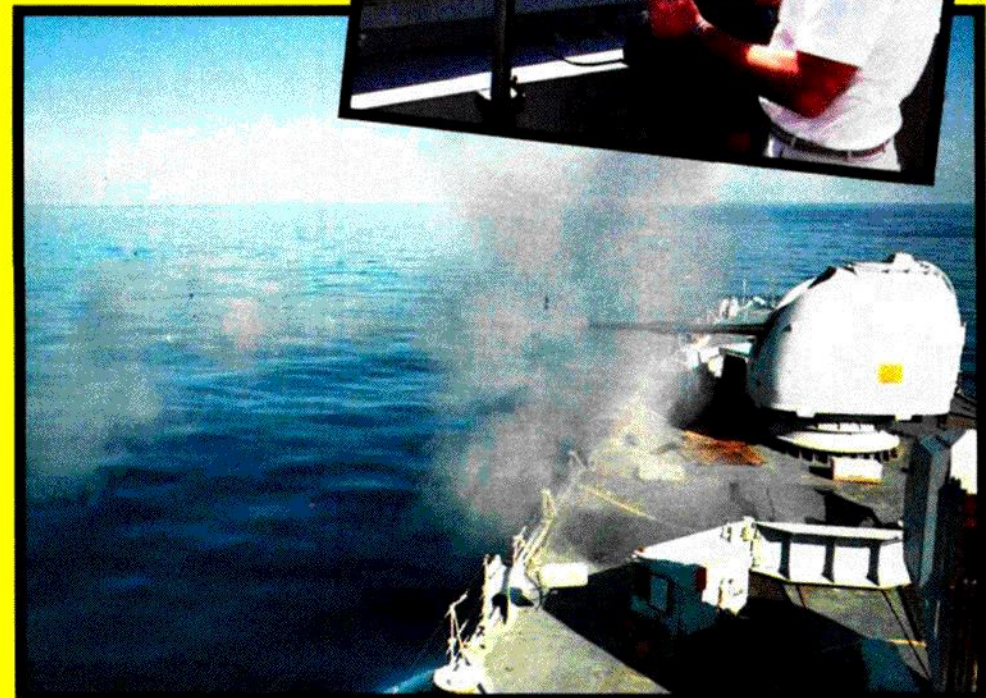
Desert "pink" camouflage was used in the Second World War by the long range desert group which operated their vehicles in this colour.

Picture: Patrick Allen.



Pot shots

Snooker star Doug Mountjoy, a popular guest on board HMS Cardiff, takes his cue from LS(M) Paul Wilcox when it comes to sighting the 7.62mm machine gun — while the Type 42 destroyer's somewhat heavier 4.5 inch practises warning shots across HMS London's bows.





Novel role for Naval pilots

SEVEN Royal Navy trained pilots, all men who live and breathe to fly, accept a deal worth £250,000 each to train an Argentinian special air attack group with an unknown mission.

The group's clandestine base is on the Patagonian coast, latitude 48 south, opposite the Falkland Islands.

Author Charles Manning had a three decade flying career in the Royal Navy and a special interest in Latin American history behind him when he wrote *48 South*, his first novel (published by Inner Circle Books at £11.95 hardback).

Back to the story... the group flies the Corsair fighter-bomber of the Second World War, but newly built in hundreds and superbly equipped. One more shock, more than a quarter of the Argentine pilots are women...

□□□

"The German invasion of Britain in the autumn of 1940 followed inexorably from the events of the preceding six years. For Adolf Hitler it was no more than the end of the beginning."

So begins Derek Slade's 500 page story of what might have been, *Invasion* (published by Orisflamme at £4.50 paperback). It is the story of an English Home Guard and a German private, of King Edward VIII and the Fuhrer.

Fish tale

ALTHOUGH sailors are always pleased to meet mermaids in the flesh, the cartoon versions of these fish-tailed visions appeal most to youngsters.

And they don't come more appealing than Ariel, star of the new Walt Disney animated feature film *The Little Mermaid*, set to become a classic of its kind.

Children visiting HMS Victory at Portsmouth were delighted when characters from the movie turned up for a spot of promotional work.

Curiosity also got the better of AB Graham Hill and LS Ian Wright, members of the ship's company.

SON OF THE CREATURE- FEATURE 1990 STYLE

IT WAS around 1959 that Boris Karloff, top horror star for the previous 30 years, was asked by an interviewer what he thought of the latest trends in monster movies. "Don't care for 'em," snapped Boris, by birth an upper class Englishman. "All the same now — some damn great ant crawling out of some damn great hole."

And so it was. Every week, it seemed, a column of bad-tempered mutant cockroaches came marching across the nation's screens, while luxury liners regularly collided with 100-foot long radioactive squids. Now, another 30 years on, we have *Tremors*, an affectionate, witty reprise, clearly the work of people who also mis-spent their afternoons in the late 50s watching *Godzilla* and *Crab Monster* double bills.

It captures the formula perfectly: an isolated community, suspicions that something is amiss, the first encounter with the killer creatures, the mounting casualties, the final showdown in which human ingenuity carries the day. The dialogue crackles with gags, the shocks and chills are delivered with satisfying regularity and there's a pleasing 50s reticence as regards gore and mayhem. And the monsters? Oh, some damn great worm crawling out of some damn great hole...

Good news for Eddie Murphy fans — bad news, come to that, for non-fans: his two latest pictures are both out on 16mm this month. In *Another 48hrs* he and Nick Nolte repeat the double act they performed with such flair seven years ago in the parent picture. Once more, cop and convict are thrown together in uneasy partnership for two further days of chases, gun-play and tough-guy wisecracks.

Those three commodities are also in plentiful supply in *Harlem Nights*, which is an Eddie Murphy production... starring Eddie Murphy... written by Eddie Murphy... directed by Eddie Murphy. By the time the opening credits roll by, we have certainly taken onboard the fact that one Murphy E. is heavily involved in this movie. Co-starring this time the excellent Richard Pryor, the film is set in 1920s Harlem, with our two heroes successful nightclub own-

ers — until the Mafia decides it'd like to take over.

Screen Scene

Touching down with the Fleet a month or two ahead of its mainland release, *Air America* is Mel Gibson's latest action-adventure offering. Set in Laos during the Vietnam war, it recounts the exploits of a group of civilian pilots airlifting supplies to villages isolated by the war. What with drug-pushing war lords, corrupt generals, the Vietcong army, not to mention those rascals in the CIA, Mel is certainly kept busy. It's an expensively-produced, action-packed tale, with some hair-raising aerial stunt work.

Top Gun was, of course, such a giant hit a couple of years back that a sequel always seemed on the cards. Instead we have *Days of Thunder*, a sort of civilian counterpart, set in the world of motor racing. Again, Tom Cruise is the cocky ace who matures via the attentions of a feisty female. Again, the team of top cameramen give the sort of vivid, romanticised look to the pit and the track that they gave to the earlier film's planes and carriers. And again the soundtrack reverberates with pounding synthesizers.

When it's on the race track, the film is adrenalin-pumping stuff. The non-racing scenes benefit from Robert Duval's humorous performance as an irascible car designer and, whatever else one might say about the picture, it must be the first one ever to feature a hero named Trickle — although those unsmitten by the alleged Cruise charisma might conclude that Drip would have been somewhat nearer the mark.

— Bob Baker

HEROISM OR PIRACY?

RE-RELEASED in paperback 50 years after the events it describes, Richard Wiggan's *Hunt the Altmark* (Robert Hale £5.95) again throws the spotlight on one of the most controversial episodes of the early months of the war.

Was the Graf Spee's support vessel truly a "hell ship" as she tried to carry home a cargo of 300 British merchant seamen taken prisoner from ships sunk by the pocket battleship in the South Atlantic?

And was HMS Cossack's famous rescue mission — "The Navy's here!" — in Jossingfjord the unjustified breach of Norwegian neutrality the German authorities were quick to brand as "piratical"?

On the first count, it has to be said that Altmark's master Captain Heinrich Dau seems to have been a committed Nazi. Also, it is hard to feel sympathy for a commander whose plan for dealing with an intercepting British submarine was to have his Third Officer jump on board and heave a bottle of ether down the conning tower.

Even so, the truth is probably that he was merely "strict, in keeping with the old Imperial Navy tradition." While conditions for the prisoners packed in the hold grew increasingly grim as the weeks and months wore on, they were not brutalised by their guards — indeed, Third Officer Schmidt would one day be invited to attend their reunion and some of them were seen to pause and shake the ship's medical officer, Dr Rudolf Tyrolt, by the hand at the moment of their release.

The second charge is less clear-cut. The Norwegians monitored the Altmark closely as she entered their waters — and may or may not have been aware that she carried prisoners. Later they argued — cor-

rectly — that her free passage would still have been allowed under international law.

Having embarrassed the enemy, the British did not trouble too much about Norway's sense of injury — which might have been all the sharper if Cossack had taken off Altmark's crew as well. They themselves were surprised at being left behind. Seven of their number died as a result of the Cossack's action.

Dau, like the Graf Spee's

much more attractive commander, Langsdorff, would take his own life — when his beloved Fatherland surrendered in 1945. The Altmark herself eventually met a violent end. Renamed Uckermark, she blew up at Yokohama on 30 November 1942, apparently as the result of a spark that set off a fire during repair work to her oil tanks.

Wiggan concludes that "there were neither heroes nor

cowards in the saga of the Altmark". But the men the Cossack plucked out of Jossingfjord were neither dull nor resigned. Using a smuggled chart — the back covered with decoy pin-up drawings once excited Dau's admiration during a heart-stopping snap inspection — they plotted the Altmark's voyage with remarkable accuracy. They may have been merely "seamen all", but this POW story rates with the best of Colditz. JFA

The Royal Navy and the defeat of Japan

BLAME for the popular view of the war in the Pacific as an all-American affair may be fairly pinned on Hollywood. When Errol Flynn succeeded in another theatre without any British help public outrage forced the withdrawal of "Objective Burma" in the UK — but John Wayne was unbeatable at the box office in "Sands of Iwo Jima" and "Operation Pacific" and so the legend was born.

Operation Pacific (Leo Cooper £17.99) is also the title of Edwyn Gray's attempt to give it the lie — he says the "strange quirk in the British character" is anyway partly at fault for dwelling overlong on disasters such as the loss of the Prince of Wales and the Repulse rather than the Royal Navy's "not inconsiderable" contribution to the defeat of Japan.

He highlights the attacks on Palembang and Sakishima Gunto and the destruction of the Haguro, pointing out that these and other operations have always been written up separately and sometimes without reference to each other.

But at the time several American admirals and generals were determined to relegate British activity to the sidelines. Chief offender here was the anglophobic Admiral Ernest King — but Bruce Fraser, succeeding Somerville at the head of the Eastern Fleet, found staunch allies in Nimitz and Spruance, who valued his assistance all the more once the action moved closer to the Japanese mainland, where the armoured decks of the British carri-

ers were far less vulnerable to Kamikaze attacks than the wooden-planked surfaces of their American counterparts.

On 4 May 1945 a suicide plane devastated the flight deck of HMS Victorious, wrecking eleven aircraft and setting the hangar below ablaze. "Little yellow bastard" was Captain Philip Ruck-Keene's laconic signal to his flagship. But there was no denying the cool courage of the enemy pilot who, undeterred by the anti-aircraft barrage, had flown down the full length of the ship from stern to bows and then back again, turning in and dropping his 500lb bomb before smashing into the island superstructure.

"Are you addressing me?" was Rear Admiral Sir Philip Vian's amused reply — but three minutes later HMS Indomitable received her own unwelcome visitor, skidding down the flight deck "like an unwary duck on a frozen pond" before vanishing over the port side.

By the end of the day the Fleet Air Arm had lost 13 aircraft — and a Hellcat shot down by HMS Formidable's understandably jittery gunners. The Japs had lost 13 too — "statistically, at least, the honours of the day were even."

The eventual triumphant successes of Task Force 37's attacks on the mainland emerge here to vindicate the Royal Navy's early defeats — "which were occasioned as much by the machinations of pre-war politicians as by the actions of the enemy." JFA

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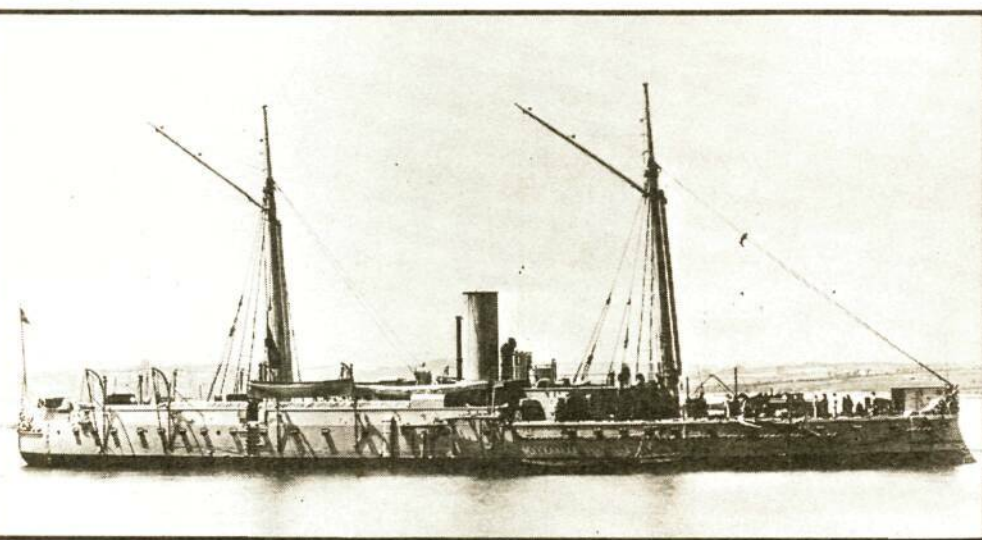
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Ram bow vessels



HMS Hotspur, laid down in 1868 as the first Royal Navy ship designed specifically as a ram. At 12½ knots she was rather slow for the role.

Between the galley of classical times and the first great battle between armoured ships in 1866 there was little interest in the use of the ram — sailing ships just weren't suited to it.

But when one ironclad was sunk and others damaged by this means at Lissa the Austrian Admiral Tegetthoff's primary tactic against the Italian fleet, as dictated by the apparent invulnerability of the likes of our own HMS Warrior to gunfire, seemed to be justified.

Writing in *Warship 90* (Conway Maritime Press £20) David Brown and Philip Pugh argue that it almost certainly was not.

They show that while for some time after warship designs commonly featured rams — a few had no other function at all — success generally depended on the victim's freedom to manoeuvre. And there was always the risk of serious damage to the ramming ship.

There was a general belief that opportunities to ram would arise in the confusion of fleet actions at short range — yet the only ship sunk at Lissa was stopped when hit and "ships under way were either missed or struck trivial glancing blows."

Disasters following accidental collisions were bound to give support to the advocates of ramming as a deliberate tactic — but again they misread the situation, for conditions in peacetime could not compare to a battle situation

where "the evasive actions of the enemy made deliberate ramming more difficult in exactly the opposite way to which they made accidents more likely." The celebrated Camperdown/Victoria incident of 1893 was a case in point — had HMS Victoria been closed up for battle she should have survived.

Naval constructors soon realised that Murphy's Law applied — if it was possible to leave a door or hatch open it would be — and the integrity of HMS Dreadnought's bulkheads was near complete. It is a lesson which still applies — the ferry European Gateway was lost largely because her watertight doors were left open while leaving harbour in busy shipping lanes.

On the positive side, many submarines were sunk by ramming in both world wars — though damage to the ramming ship usually took a couple of months to repair. The chance of success had been missed much earlier — in the 1840s paddle steamers would have been effective against becalmed sailing ships. Why were the early iron frigates not configured as rams, the authors conclude?

● This year's *Warship* annual includes another eleven authoritative articles on designs ranging from F H Chapman's 24-pounder "super frigates" of the 1780s to the X-Craft midget submarines launched against the Tirpitz in 1943. JFA.

WAR AND WARSHIPS SEEN WITH ARTISTS' EYES

TWO fine marine artists bring recent glories and others only lately past to life in a couple of collections custom made for the Christmas market.

John Hamilton illustrates *The Helicopter Story of the Falklands Campaign* (David and Charles £25) with 47 major works in oils and as many black and white drawings that evoke the drama of a crucial aspect of the campaign in a way the war photographers had little opportunity to convey.

Few deal with the helicopter's aggressive power — though the Wessex HAS3 of Antrim Flight's attack on the Argentine submarine Santa Fe is one of the most memorable images. Yet most of the men who fought on land and at sea remember the saviours from the sky more for the courage with which they disregarded their own safety to bring them succour.

Hamilton, who brings his artist's eye for essential detail to the complementary text, observes that the light scale of casualties sustained owed much to the policy of evacuation by helicopter which contributed "in no small measure to the remarkably high morale in atrocious conditions" — a point underlined in the study of one aircraft under heavy fire on Mount Tumbledown.

Oils are probably better suited to a tale where the accent is on action. In *Armoured Ships* (Conway £25) Ian Marshall uses watercolours to convey the beauty of the leviathans of the late 19th and early 20th centuries that the static photography of the era was even less capable of doing justice — though he brings the story up to date with equal skill in a view of the USS New Jersey in the Panama Canal in 1984.

With few exceptions they are seen in a quiet setting, at anchor or gliding masterfully through placid waters, their power implicit more in the majesty of their towering superstructures than in the weight of their salvos.

The Russian cruiser Askolk, for example, seen at Bahrain in 1902, was the only warship in the world with five funnels and her appearance in the Emirates — where the potency of a ship was measured thus — caused a sensation. Would that she could be deployed there with equal effect today...

Neither of these offerings pretends to a finality of scholarly erudition — but both are presented with a rich accompaniment of anecdote to make them much more than a feast for the eye. JFA.



At Your Leisure

THROUGH THE DARK CLOUD SHINING

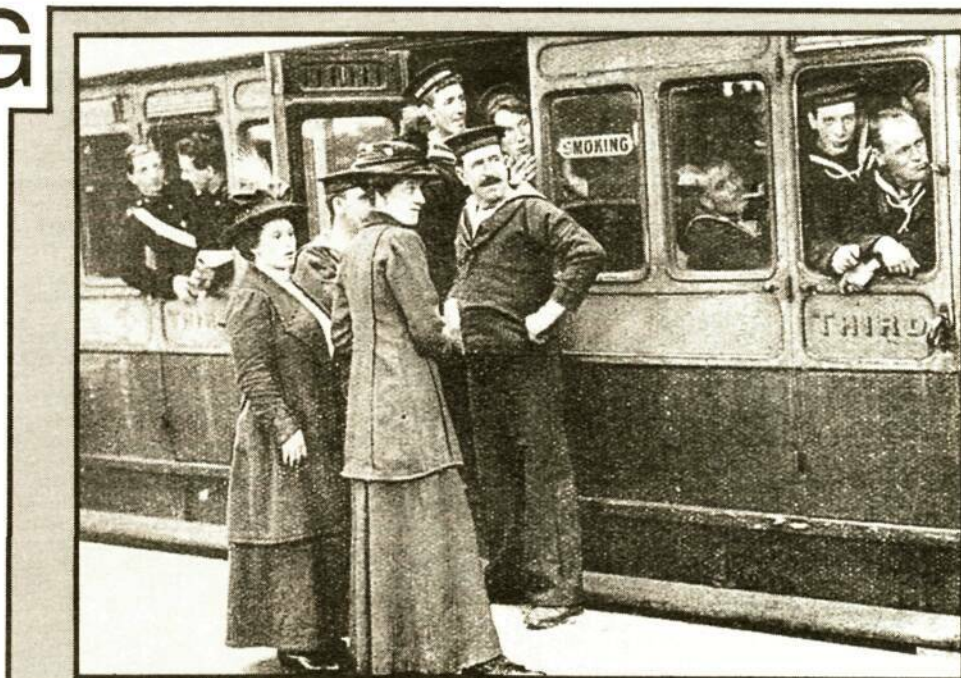
WHEN the experience of war is examined from the point of view of a single community the result sometimes deserves more than local interest — though the current nostalgia boom is enough to guarantee a decent sale.

Keep the Home Fires Burning (Portsmouth Publishing and Printing, £12.95) is a case in point, for it deals with a city whose role in the events of 1914-18 was crucial — and sharply focussed by a popular belief that the Royal Navy alone would win the war.

After Jutland the myth of the Fleet's invincibility was exploded and it would never again recover the glow that had sustained it since Trafalgar. Portsmouth, the home of HMS Victory, was its natural shrine and Gosport civil servant John Sadden has spent three years researching how it reacted to the long-anticipated threat of the evil Hun.

It makes fascinating reading, for it contrasts the picture postcard jingoism of the era with the stark realities of a hysterical xenophobia that drove a number of innocent local businessmen with foreign-sounding names to suicide — like the naval tailor of Polish origin who hanged himself after "ten months of worry and persecution".

Others were pushed to the last extremity by misguided



Naval reservists — note the moustache — leave Waterloo for Portsmouth in 1914.

young ladies who summarily awarded the order of the White Feather to anyone they found in civilian attire as they prowled the Promenade.

Portsmouth's baptism of fire came with a Zeppelin raid — the port was third on the enemy's hit list after London and Dover — directed by the leading airship ace Heinrich Mathy. The searchlight that blinded L31 and sent her too high for accurate bombing shone from HMS Warrior, then a floating workshop renamed Vernon III. So fierce, indeed, was the reception that Mathy would hasten to reassure his crew: "Children, we will not go anywhere near Portsmouth again if we

can help it. Give us London any day!"

This writing — and it is some of the best Navy News has seen in the local history genre — may illumine a small target but

it throws up a wealth of detail that will be of value to students of the minutiae of time and place.

It deserves a wider circulation than it is likely to get. JFA.

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WWII: ORIGINS & CONSEQUENCES

HISTORIAN Donald Cameron Watt first felt the drive that would lead him to write *How War Came* as an 11-year-old schoolboy in early September 1939 as he helped his father fill sandbags.

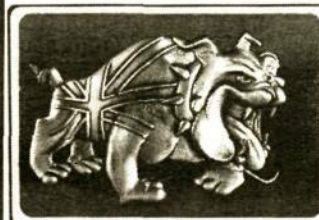
His resolve was set when he read for the first time an account of the British retreat to Dunkirk. "How could things have been allowed to go so far?"

The immediate origins of the Second World War, 1938-1939, are brilliantly and readably illuminated in this 600 page work, winner of the Wolfson History Prize. Illustrated with black and white photographs, maps and cartoons of the day, it is available in Mandarin paperback at £6.99.

Came the War did and with it emerged hosts of heroes. Among them Sir Douglas Bader, the flying ace who refused to be kept down by the inconvenience of losing both legs in a flying accident! Fellow RAF pilot (and relative by marriage) Laddie Lucas gives a fresh and lively assessment of Sir Douglas in *Flying Colours* (a Stanley Paul paperback priced £7.99).

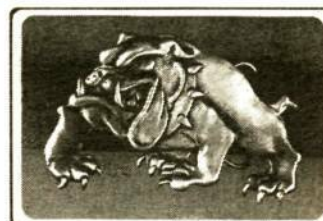
Indomitable courage is also on offer in Alec Le Vernoy's charming and astonishing biography, *Without Drums or Trumpets* (Spere paperbacks £3.99). This Frenchman's wartime experiences included recruitment by the SAS, escape from the Oranienburg-Sachsenhausen death camp and fighting with the Resistance. Great value.

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At Your Service



Reunions

HMS Viking and Varne: The crews of the wartime submarines are requested to get in touch with Mr. Dick Duffield, Balmacara, 38 Station Road, Broxburn EH52 5QX with view to a reunion.

HMS Devonshire (1973-77): Those who wish to attend a reunion at HMS Phoenix on February 23, contact Charlie Moss (0795-473016) or B. Brown (0705-750532).

HMS Gossamer: Following a successful second reunion an association has been formed and seeks ex-shipmates of the Gossamer and of other ships of North Russia days. They should contact Mr. E. J. Morris, 40A Edwards Road, Whitley Bay, Tyne and Wear (091 252 2540).

HM Ships Zulu, Sikh and Croome: The second reunion, held at Plymouth, was a great success. Would new Zealand shipmates who have photographs of grave-stones contact Mr. Tom Cox, 239 Linketty Lane, Crownhill, Plymouth PL6 5JY.

Lascaris (Malta) Comms Assn: The success of the first reunion, held at HMS Dryad, and attended by 41 ex-Wrens and 33 ex-RN personnel has given rise to a second reunion to be held on Sept 28, 1991 with the possibility of the 1992 reunion being held in Malta. Details from: Terry Parker, 54c Chertion Road, Folkestone, Kent CT20 1DD.

Anson Div (1940-44) HMS Caledonia: The golden jubilee reunion, held at Portsmouth, was attended by 33 ex-Ansons, many meeting for the first time since Passing Out in 1944. Of the original 72 Ansons (1940-44), 54 have been traced. Will those not contacted get in touch with Mr. Dan Cole, 48 Clive Grove, Portchester, Hants PO16 9RR.

Assn of Wrens: A reunion of over 3,000 members of the association was held at Wembley on Sept 1. The guest of honour was the Second Sea Lord, Admiral Sir Brian Brown, who was welcomed by the president, Dame Marion Kettlewell. The reunion was also attended by representatives of the Netherlands Assn of Wrens, American Waves, Polish ex-Wrens and Cdr. Elizabeth Moss Westerg of the Royal Norwegian Navy.

HMS Leander: The eighth reunion will be held at Hartshorne, near Burton-on-Trent, on April 13 to which ex-ship's companies from 1936 to 1987 are welcome. Further details from: Mick Bugden, 7 Wordsworth Ave, Swadincote, Burton-on-Trent, Staffs.

Greece and Kalimata Beaches (1941): The Royal British Legion is willing to arrange a trip to Greece in 1991 to mark the 50th anniversary of the evacuation. Those interested contact: Mr. Edwin Horlington, 163 Walton Road, Walton on Naze, Essex CO14 8NE.

HMS Matchless (1942-46): The fifth reunion will be held at the Victory Services Club, London, on May 18. Details from: Mr. J. Horton, 16 Mansfield Gardens, Hornchurch, Essex RM12 4NL.

TS Arethusa: A visit is being arranged to go on board the Peking, in New York over weekend April 5 to 9. Further details from D. Newell, 5 Gleebe Road, Didcot, Oxon.

HMS Ajax (1963-65): A first "informal" reunion will be held at the Keppel's Head, The Hard, Portsmouth on the evening of May 18. Further details from Peter Lee, 7 Field Close, Grafham, Huntingdon, Cambs PE18 0AY, enclosing stamped addressed envelope.

HMS Duke (Malvern) 1941-46: To mark the 50th anniversary of the training establishment a reunion will be held at Malvern, 11 to 14 April. Those interested contact Philip F. Brown, 10 Ranfurley Road, Sutton, Surrey SM1 3JB.

HMS Tormentor (1940-46) On the 47th anniversary of landing craft sailing to Normandy, a reunion will be held at the Rising Sun, Warsash to which all former members of the ship's company, all ranks and Wrens

are invited. Further details from: Rhona Moody (tel 048-957 5494) or Kenneth Scott (0463-232261).

The Russian Convoy Club, East Anglian branch. Christmas lunch, followed by quarterly meeting, will be held at the Bramston Sports Centre, Witham, Essex, on December 15, at 11.30am — lunch, 12.30 followed by meeting at 2pm. Names for lunch to Mr. G. P. Ward, 15 Peterhouse Crescent, Woodbridge, Suffolk IP12 4HZ.

HMS Arethusa Assn: If you served in either of the last two Arethusas (1935-50 and 1965-1989), contact Mr. Tom Sawyer, 4 Victoria Road, Wood Lane, Rothwell, Leeds LS26 0AA.

HMS Ceylon (1950-52): A reunion will be held at the Home Club, Portsmouth, on March 30. Those interested contact: "Sticks" R. Pratt, 33 Swaraton Road, Havant, Hants PO9 2HH.

HMS Cabbala (Cressey and Gosling): Due to unforeseen circumstances the April 1991 reunion has been cancelled. As many without transport have problems reaching Lowton, another venue, e.g. the Union Jack Club, London, may be considered. Opinions please to Mrs. J. Wilcock, 37 Henry Verone Court, Pier Street, Hull HU1 1UZ.

Plymouth Area WRNS (1948-52): Wrens who served in the RN Barracks, Devonport, or the RM Barracks, Stonehouse and other Plymouth bases, interested in a reunion in the Plymouth area, contact: Mrs. G. White (nee Addie), Oakleigh, Woodlands, Dousland, Yelverton, Devon.

HMS York (1941): To mark the 50th anniversary of the loss of the York, a reunion will be held in York over weekend March 23/24. There will be a service in York Minster for the laying up of the ship's ensign, recently recovered from German hands. Details from: Mr. Bill (Pusser) Hill, 13 Crossmoor Drive, Tong Moor, Bolton BL2 2EX.

Art APPS HMS Figgard (1968): Former artificer apprentices who joined Figgard, summer term 1968, interested in a reunion contact: Mr. Joe Bannister, 17 Cotswold Avenue, Pemberton, Wigan WN5 8JZ.

The Humber Naval Enthusiasts meet on the third Tuesday, at the Mission of Sea-

men, Flying Angel Club, 900 Hedon Road, Hull and hold a "yarn and jar" evening on the first Tuesday, at 1945 hours, to which new enthusiasts are welcome. Details from Jim (tel. Hull 26738) or Ben (tel. Hull 834155).

Fleet Air Arm Assn (Isle of Wight branch): Members meet on the fourth Tuesday, at the Conservative Club, Lind Street, Ryde, at 20.00 hrs. The branch annual dinner will be held on Jan 22. For details contact Mr. G. Herkes, 25 Pondwell Close, Ryde, IOW PO33 1QD.

HMS Bulwark Assn: The 11th annual general meeting and Spring dance will be held on Southsea Pier on April 13. Further details from: Mr. N.E.D. Parkinson, 15 Ridgeway Close, Paulsgrove, Portsmouth PO6 4LT.

LST Club: The first reunion of former shipmates was held at the Falcon Club, Stratford-on-Avon. Details of club and next reunion from: Mr. C.W. Maxwell, 45 New Road, Water Orton, Birmingham, B46 1QP.

Fleet Air Arm Assn: Following its inauguration in Sept 1989, the new Essex branch held its first annual general meeting on Sept 13, and was attended by 28 members, who meet at 8pm on the second Thursday at Baintree RNA Club. A welcome is extended to new recruits who should contact: Mr. George Mead, 62 Friern Gardens, Wickford, Essex SS12 0HD.

HMS Bullen (K459): The third reunion will take place at St Edmunds Hotel, Gorleston, Gt Yarmouth, on April 27, dinner at 6.30pm, overnight accommodation available. Members not already in touch contact: Mr. C.W. Silverstone, 31 Sands Lane, Oulton Broad, Lowestoft NR32 3ER.

HMS Euryalus Assn: The second annual dinner and reunion, held at Portsmouth, was attended by 150 members. For details of next reunion contact Mr. George Dixon, 68 Portlock Drive, Bransholme, Hull HU7 4HZ.

HMS Spartan: A reunion will be held in Birmingham on Jan 26, for survivors of the Spartan, sunk on Jan 29, 1944. Further details from: Mr. G.R. Smith, 6 Shardlow Road, Wigston, Leicester.

FIFTY YEARS ON

A look-back at the wartime operations of the Royal Navy, half a century ago this month.

ANOTHER bad month for merchant shipping losses. Eighty-two ships, totalling 350,000 tons, were sunk, most by submarines although ocean raiders and E-boats took their toll. No German U-boats were sunk, and only two Italian submarines.

General Wavell's army of the Nile was advancing against the Italians in North Africa and the Yangtze gunboats gave good support bombarding Italian positions on the coast. Naval bomb and mine disposal teams were kept very busy by the Blitz and were awarded six George Crosses this month.

Principal events included:

- 2: AMC Forlar sunk in Western Approaches by U99.
- 5: Inconclusive action between AMC Carnavon Castle and German raider Thor.
- 12: HM ships Aphis, Ladybird and Terror bombarded Italian positions on the North African coast.
- 14: Swordfish of 830 Sqdn., based ashore in Malta, bombed Tripoli. HM ships Hereward and Hyperion sank Italian submarine off Bardia.

15: HM submarine Thunderbolt (ex-HM submarine Thetis) sank Italian submarine in Bay of Biscay.

18: HM submarine Triton sunk by Italian destroyer in Adriatic. Swordfish of 815 and 819 Squadrons (Illustrious) bombed Stampalia.

20: Lieut.-Cdr. Ryan, Sub-Lieut. Danckwerts and CPO Ellingworth awarded GC for bomb disposal.

21: Swordfish of 815 and 819 Squadrons (Illustrious) sank two ships of Italian convoy off Tunisia.

25: HM ships Berwick and Bonaventure, escorting a convoy in the Atlantic, drive off attack by Admiral Hipper.

27: Lieut. Armitage RNVR, Sub-Lieut. Moore RNVR and Sub-Lieut. Babington awarded GC for bomb disposal.

Taken from *The Royal Navy Day by Day*.

Hermione heads for the north

WHILE the frigate HMS Hermione was undergoing maintenance her commanding officer, Capt. Andrew Ritchie, did a whistle-stop tour of the ship's affiliated organisations.

He was flown north to visit Uppingham School and Sedburgh School and finally met the new Mayor of Kendal, of the ship's affiliated town.

In Kendal Capt. Ritchie visited Barnardos Green House, a home for handicapped children which is supported by the Hermione.

The ship raised £700 during the summer to buy a bouncy castle for the school and five members of the ship's company gave their time to build a rope obstacle course for the children.

What a gas

PORTSMOUTH Naval Base has won the British Gas energy efficiency award for the Royal Navy.



Calling Old Shipmates

HMS Valiant (1966): Those who commissioned the Valiant and are interested in a reunion, contact: Mr. Dave Yeomans (tel. 051-573-5538).

Submarine Old Comrades' Assn: Ex-RN submariners now living in other EEC countries contact: Mr. Maurice Perratt, secretary SOCA, 95 Lower Derby Road, Stamshaw, Portsmouth, Hants PO2 8EX.

HMS Drake: Mr. George Murray, 84 Green Road, Stubbington, Fareham, Hants, PO14 2HB, would like to hear from old mates of the Officers Cooks Mess, especially Taff Morgan, Wally Duddington, Brum Gould and Taff Strong.

HMS Nabaron (MONAB 4, Units MSRA-6): Final call for proposed reunion in early 1991. For details write to: Mr. H. Bannister, 57 Kennel Lane, Feltham, Leatherhead, Surrey, KT22 9PQ, or to Mr. A. A. Fox, 4 Highfield Ave., Chesterfield, Derby, S41 7AX. Stamped addressed envelope would be appreciated.

HMS Weston, 24th LCT Flotilla and LCG(18): Mr. W. Billows, 69 Ivy Road, St Denys, Southampton, would be pleased to hear from old shipmates.

HMS Ukussa: Mr. R. Sygrove, 158 Palmerston Road, South Stifford, Nr. Grays, Essex, RM16 1YP, wants to contact ex-MME Eric Lawes, who served with him at Katurarunda, Sri Lanka (Ceylon), 1943-45.



Over to You

HMS Shropshire and HMAAC Aplenor: Mr. J. T. Kelly, 9, Rye Close, Seaford, East Sussex BN25 3SU requests loan of negatives or prints giving a broadside view of the Shropshire after Chatham re-fit 1941-42. He also wants a broadside view of the Antenor as an AMC.

Operation Pedestal: To mark the 50th anniversary of the action which saved Malta, it is hoped to arrange a possible cruise in the area for survivors and those members of the Services who took part in the siege of Malta. With this in mind an approach has been made to Canberra Cruises Ltd., and a cruise may be arranged depending on the response. If interested write, enclosing stamped addressed envelope, to: Mr. L. McDonald, 37 Edmund Road, Southsea, Hants PO4 0LL.

Chick Henderson: If anyone knew Sub-Lieut. Henderson Rowntree RNVR, better known as Chick Henderson, vocalist with Joe Loss Band before the Second World War, who was based (circa 1944) at the Royal Pier Hotel (RNB Officers Mess overflow barracks), please contact Mr. Ainsworth (tel. 0705 670022).

LST Crewmen: If any LST crewmen remember evacuating Dutch internees, held prisoner by the Japanese, from the Dutch East Indies at the end of 1945, contact Mr. C. W. Maxwell, 45 New Road, Water Orton, Birmingham B46 1QP.

June 1940 to May 1945, whether RN, RM, Army or RAF personnel, are invited to join the association, details of which can be obtained from Mr. Leslie Parkinson, 130 Cranfield Road, Manors Bridge, Wigan, Lancs.

HMS Durban (1839-41): Mr. Ron Lewis, Smithy Farm, Sealand, Deeside, Clwyd CH5 2LQ, would be pleased to hear from old shipmates of the China Station, especially, of No.9 Mess including Charlie Plumley, Ernie Timms, Billy Joseph and PO Morse.

LCT 1096: Mr. C. Hudson, 37 Hall Hays Road, Shard End, Birmingham B34 7LN, would be pleased to hear from old shipmates, especially the Stokers Mess.

HMS Antelope (1941-44): Mr. J. Walker, 6 Jago Close, Plumstead Common, London SE18 2TY, would like to get in touch with former STO Sid "Tug" Wilson, who lived at 7 New Street, Bloxwich, Birmingham or any other old shipmates.

HMS Sirius (1947): Mr. John D. Wheatley, who served in the Sirius and was demobbed in 1947, is due to retire from the firm of Price Waterhouse, Chartered Accountants. A friend of his says he never stops talking about his Navy days and it would give him the biggest surprise of his life to hear from any of his old shipmates.

Mr. "Tiny" Wheatley can be contacted at 808 Spring Bank West, Hull HU5 5AB (tel. Hull 52302).

HMS Hydra (1916): Mr. Don Ritchie, 66 Layfield Road, Gillingham, Kent, ME7 2QZ, would be pleased to hear from anyone who knew his uncle, ex-AB Archibald George Ritchie, who retired from the Navy in 1946 and who served in the Hydra. Mr. Ritchie is the son of George Robert Ritchie, who served from 1914 until 1930.

British Army Motoring Assn (BAMA) is promoting a competitive motor sports event on Jan. 5/6 to which RN and RM Motor Sports Assn are invited. The event will consist of a series of off road tests on military land in the Longmoor area. For details send self-addressed envelope (A5 size, stamped) to Capt. B. R. Stevens RACQ(V), 93 Ordinance Company RACQ(V), TA Centre, Peronne Close, Hilesea, Portsmouth PO3 5LG.



● Pictured spreading the rotors of the Avenger's Lynx before Sea Days are, from left, AEM Dave Burnell, AEA Dave Budreaux, AEM(R) Stu Reid and PO(AEA) Paul Hobbs.

Avenger's first in the Falklands

AFTER a six-month extended deployment in the South Atlantic, during which she covered over 32,000 miles, the Type 21 frigate, HMS Avenger, has returned to Devonport.

En route to the Falklands the Avenger visited Gibraltar, Madeira, Dakar and Ascension Island and was the first British ship nominated to assist with Operation Eldorado, the planned evacuation of Liberia.

Routine patrolling in the South Atlantic was broken when the Avenger organised the first Combined British

Forces Falkland Islands Sea Days involving all naval, RFA units, and civilian aircraft.

HM submarine Opossum, along with HM ships Avenger and Leeds Castle, and the RFA's Diligence and Gold Rover, sailed with 500 military and civilian guests embarked during the two day operation. Sea Cadets from the recently

formed unit at Port Stanley, TS Pursuivant, were invited on board and on return to Mare Harbour the Avenger's commanding officer, Cdr. Jamie Miller, presented both the Sea Cadets and the RNA with framed photographs and crests.

The frigate also participated in Liberation Day celebrations in Stanley and visited Fox Bay, in the West Falklands, exactly eight years after she had accepted the surrender of the Argentinian garrison based there.

On departing the Falklands the Avenger sailed to Montevideo and Rio de Janeiro and after a relaxing visit to Barbados completed anti-drugs operations with US coastguards.

Families and friends were on hand to welcome the ship when she arrived for a ten day visit to Tampa, in Florida, after which she then made her way home via Bermuda and the Azores.

● HMS Avenger has been awarded the Ferranti Operational Efficiency Prize for 1990.

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SEA CADETS AT THE HELM

TWELVE naval cadets from Sedburgh School's Combined Cadet Force had a session of practical sea training in the Forth Estuary on board HMS Biter.

Under the watchful eye of CPO Eric Churcher RNR, cadets Mark Kitson and Andrew Forbes were given the opportunity to drive the vessel down the river.

HMS Biter, an Archer class fast patrol boat under the command of Lieut. Robert Humphries, is providing sea training for school sea cadets.

The Portsmouth-based vessel is on loan to Rosyth to cater for schools in Scotland and the North of England.

Three of a kind

HMS Norfolk, right, the first of the Type 23 frigates, is pictured leaving Yarrow Shipbuilders on the Clyde after completion of a modification contract following her first year in service. Also pictured, left, is HMS Lancaster, launched by The Queen in May this year and centre, HMS Argyll, working up for completion in March 1991.



Challenger bows out

DURING her last few weeks before paying off from RN service last month the Seabed Operations vessel, HMS Challenger, sailed to the Portland exercise areas where she confirmed her saturation diving capability with two saturation dives.

The 7,000 tonne ship hovered in a dynamic moor for almost 10 days holding perfect station over the dive site in winds gusting up to 40 knots with tidal streams of over 2 knots. On completion of the dives the Challenger's commanding officer, Capt. Mark Masterman, was presented with a special bounty recovered by WO Mo Crang from the wreck of the SS Salsset — a 4lb. lobster which was offered to Capt. Masterman by Chief Diver Eddie Kerr.

Resistance escape

The ship then sailed from Portland — with divers from the second saturation dive still decompressing — to Douarnenez, in north-west France, where members of the ship's company joined the Mayor and Town Clerk of their affiliated town, Falmouth, in celebrating the 50th anniversary of the first Free French resistance fighters escaping from Douarnenez to Falmouth.

After a busy round of civic receptions and

runs ashore HMS Challenger sailed from Falmouth with the Mayor and Town Clerk embarked and the wardroom celebrated Trafalgar night at sea in fine tradition.

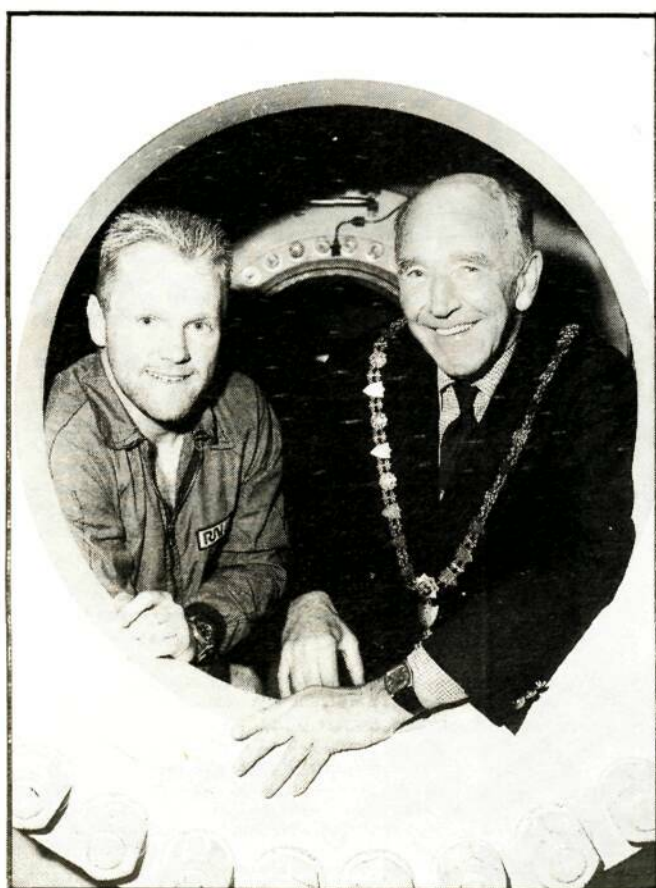
On arrival in Falmouth the ship's company enjoyed a hectic programme of sporting events — football matches were played against a team of local firemen and RN air station Culdrose, but golfing honours were not retained when PO Tim Sizer lost a challenge from the owner of Falmouth Golf Club — his father, Mr. Derek Sizer — over a round of golf.

Darts and pool matches were held at the ship's adopted pub, The Grapes Inn, and after welcoming Sea Cadets from TS Hitchens on board, HMS Challenger rounded off her visit to Falmouth with a civic call and a tree-planting ceremony.

With her Paying Off pennant flying she then sailed to Portsmouth where CINCFLEET Admiral Sir Benjamin Bathurst joined the ship to see her put through her paces in an overnight seabed operation in the eastern approaches to the Solent.



● It's lobster on the menu for Capt. Mark Masterman thanks to Chief Diver Eddie Kerr.



● Almost a hole in one for PO Tim Sizer and his father, Mr. Derek Sizer.

LIFE ASSURANCE and the GULF

Pioneer Mutual wishes to announce to all Policyholders that our Life Assurance policies are not affected by service in the Gulf.

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ARMED FORCES FAMILY PROTECTION PLUS PLANS

Pioneer Mutual's Armed Forces Family Protection Plus Plans (which are underwritten by CIGNA Insurance Company of Europe), taken out before the Gulf situation arose, continue to be renewed without change i.e. your policy benefits remain unaltered. Unfortunately all new plans issued during the Gulf situation will have the War Exclusion clause extended to include the Gulf region.

This information is correct at the time of print.

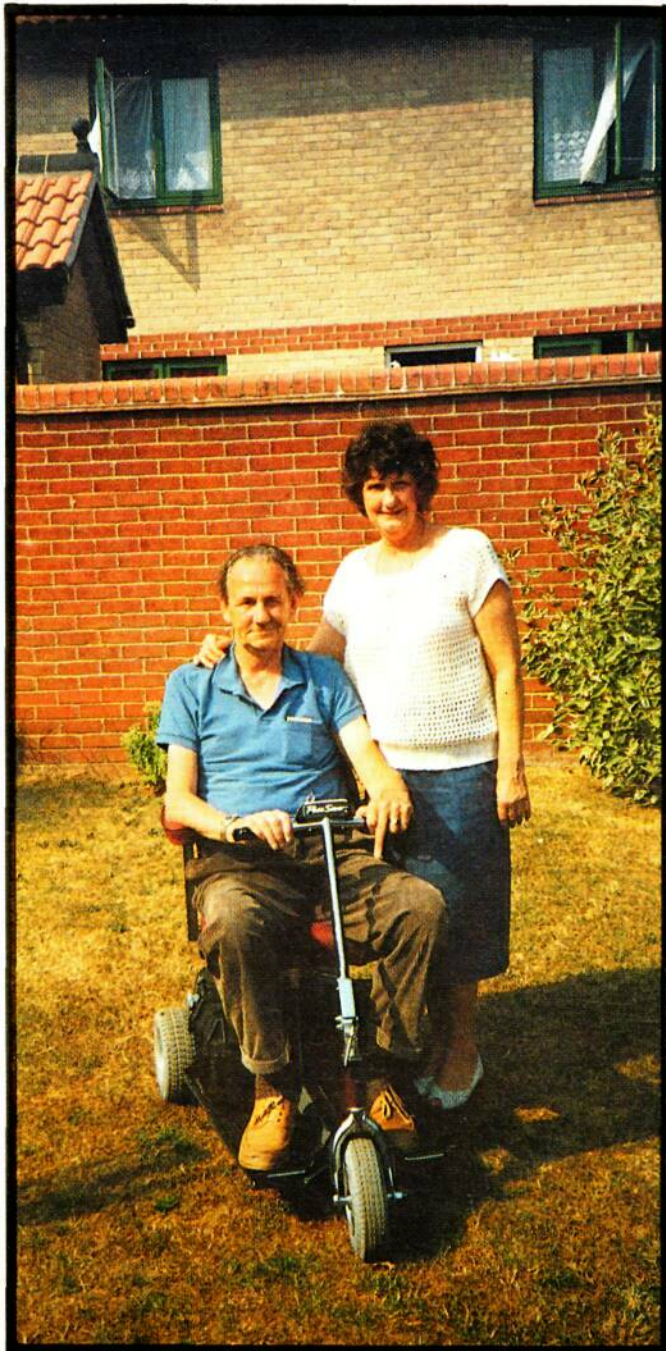
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Brian Kirby on his replacement power scooter together with his wife Pam.

Transport of delight

BRIAN Kirby (39), a former naval airman who served in HMS Illustrious in 1948, was medically discharged from the navy following an incident involving the sinking of a liberty boat in which 27 fellow ratings were drowned in Portland Bay whilst returning to the ship.

As a result of that accident he contracted Crohn's disease. Brian and his wife live in a council bungalow in Norwich and until 1972 he worked for the Eastern Counties Bus Company as a driver.

Unfortunately, since that time Brian has suffered from Multiple Sclerosis and needed a powered Scooter to assist him with his mobility.

SSAFA Norwich wrote to RNBT stating that a secondhand scooter had been found at a total cost of £1,300 and the committee granted £250 in Brian's favour which, together with other grants made by the Multiple Sclerosis Society, SSAFA and the Royal British Legion met the total balance required.

Rise in grants for the RNBT

AT the 68th annual general meeting of the RNBT vice president Mr John Edwards was able to announce that £1.47m had been spent on welfare this year.

Ordinary income was up on the previous year at £1.5m with two generous donations of £220,000 coming from both the Greenwich Hospital Fund and King George's Fund for Sailors.

Although there was encouraging growth in voluntary contributions, namely legacies and deeds of covenants, Naafi rebate receipts continue to fall.

The Trust's own investment income accounted for some 53 per cent of the RNBT's ordinary income.

Presenting the Trust's annual accounts Mr Edwards added that Pembroke House ended the year with an operating deficit of £33,000 (nearly double the preceding year's figure).

He went on to mention the opening of two new funds, the



Admiral Sir Benjamin Bathurst presents a cheque for £12,500 from the Variety Club of Great Britain to Mr John Edwards, vice president and honorary treasurer of the RNBT, at the Trust's central committee meeting held at the Baltic Exchange, St Mary's Axe, London.

Medical Aid Fund (set initially at £5,000 per year) and the expendable "Retail Price Index Fund".

The former, he said, was expended very quickly and the latter had only £5,000 left from the original total of £117,500 to be allocated.

The chairman of the Grants Committee, CPO John Thompson, (HMS Daedalus) advised that applications to the Trust had increased by seven per cent and grants to individuals by 18 per cent.

Significantly the main areas of increases were those cases involving widows and other dependents of serving men with nearly £200,000 being granted to widows and £100,000 to

serving men and their dependants.

In the absence, due to illness, of the president Vice-Admiral Sir James Kennon, the Trust's Admiralty Governor, Rear-Admiral G Hitchens, was invited to make the president's address.

He said that any trust that had the responsibility of distributing £1.5m for charitable purposes had a great responsibility not only to those they assisted but also to those who supported the RNBT.

The Trust continued to support a wide range of centres and societies ranging from the Ex-Service Mental Welfare Society to the Royal Star and Garter Home, The Forces Help Society and to a number of hos-

pices and smaller homes.

Admiral Hitchens then emphasised the main activities of the Trust in 1989/90 and started by advising that following the increase in supporting the number of annuities paid by the Trust, Greenwich Royal Hospital Fund have provided an additional 50 annuities in January 1990 and had recently announced a further 50 more commencing in January 1991.

He said that the RNA had become a staunch supporter of the Trust, in particular of Pembroke House, and added that the Trust's new building at Portsmouth, designed to house the centralised offices of the RNBT, had become a reality — late 1994 has been set for the collocation of the Trust's administration and grants offices.

The guest speaker, CINCNAVHOMES Admiral Sir Jeremy Black, expressed his sincere appreciation to those who serve and who have served and who helped the Royal Naval service and their families.

He said the Trust was characterised by its speed of response and the willingness and dedication of its volunteers and during his recent visit to the grants committee in Portsmouth he saw personal problems faced, raised and cleared up all in an afternoon.

He was also impressed to see how the Trust reached out to naval folk in need in so many countries and how RNBT volunteers assisted other charities like the South Atlantic Fund and the Navy Special Fund in providing the casework necessary.

In summing up, he wished all of those in the RNBT further triumphs in the years to come.

R N B T

made grants and Annuity payments of

£1,180,273

during the Financial year 1989/90

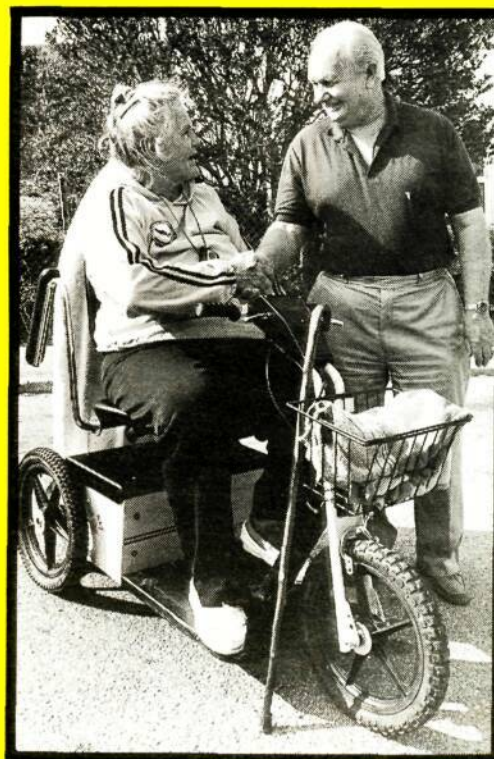
Will YOU give

R N B T

YOUR support?

Grants Committee: 2a Tipner Road, Portsmouth, Hants PO2 8QR
General inquiries: Head Office, High Street, Brompton, Gillingham ME7 5Q2

Scooter for Betty



MRS Elizabeth Pitman (64), the widow of William Charles Pitman, who served from 1941 to 1946 as an Able Seaman had, for many years until she experienced her heart trouble, worked long and hard in the charitable field in Perranporth, Cornwall.

After having major heart surgery in 1984, Auntie Betty, as she is known locally, had to give up both her charitable work and close her small local business.

Reliant on others for getting out and about, she approached SSAFA for assistance and they helped Mrs Pitman with an application to the RNBT for assistance towards the purchase of an electrically powered scooter.

At the same time, and because she served in the South African Armed Forces in the Coastal Artillery, the Royal Artillery Charitable Fund was also asked to assist.

Modifications were also required to her house and a former Member of the RNBT, Harry Heath BEM, who works with the Social Services in Cornwall, assisted in getting these alterations completed.

The RNBT Grants Committee were pleased to grant £1,005 towards the cost of the electric scooter — the Royal Artillery Charitable Fund meeting the balance.

● Betty Pitman left, with Mr George Sims, SSAFA, Restormel, with the electric scooter funded by the RNBT and Royal Artillery Charitable Fund.

Minerva's Monte Carlo rally

FOR HMS Minerva her first visit on the Dartmouth Training Squadron's autumn deployment was to the Principality of Monaco.

After a tight squeeze through the harbour entrance the Minerva berthed alongside part of the famous Grand Prix circuit, in a fleet of luxury motor cruisers and yachts.

The frigate proved a stark contrast to many more fanciful vessels nearby but was certainly not the only vessel to have her own helicopter!

For the young officers under Training (OUTs) and the ship's company the visit to the millionaires playground provided plenty of variety.

Some of the OUTs were given the opportunity of a day's sailing aboard the 100 ft yacht Sea Star of Hebrides III — on sale for a cool £1 million.

Ten members of the ship's company took part in a paintball "war" in rugged territory in the Alps Maritimes.

After five hours scrambling over the rough terrain and some fierce exchanges of fire, Minerva's hit men were tired but exhilarated.

Another group spent two days walking and climbing in the Alps Maritimes, scaling heights of up to 10,000 ft.

Casinos are the main source of evening entertainment in Monaco. Sensibly, most sailors found it was better to watch than to play — and Minerva left the Principality without anyone having "broken the bank."

The Minerva continued her Mediterranean deployment with visits to Yugoslavia, Egypt, Turkey and Greece before returning to Devonport late last month.

Home celebrates 75th anniversary

A SPECIAL plate and goblets have been commissioned to commemorate the 75th anniversary of the Royal Star and Garter Home for Disabled Sailors, Soldiers and Airmen, at Richmond Hill, Surrey.

DEAL GARDEN

THE Mayor of Deal, Mr. David Reid, visited a Garden of Remembrance at the Royal Marines School of Music, on the site of the IRA terrorist explosion on September 22, 1989.

The garden commemorates the eleven Royal Marines who died as the result of the explosion. To commemorate each of the dead, the garden is planted with eleven trees and eleven rose bushes.

The home has provided comfort and medical care for disabled men and women from both World Wars, the Falklands conflict and Northern Ireland since 1916.

Anniversary goblets

The bone china anniversary plate features an illustration of the home and costs £21.95. The goblets have the anniversary crest engraved on them and cost £19.95 a pair. Both are limited editions, only available until the end of 1991, and can be ordered from the home.



Brinton back on duty

THE 36-year-old Coniston class minehunter HMS Brinton was rededicated at Rosyth Naval Base following a seven-month refit.

Guest of honour was Commodore Minor War Vessels, Commodore Charles Freeman, who inspected the ship's company to the accompaniment of the Royal Marines Band of Flag Officer Scotland and Northern Ireland.

The rededication cake was cut by the commodore's wife.

Mrs. Elizabeth Freeman, and the youngest member of the ship's company, Seaman (Minewarfare) Paul Lyons.

HMS Brinton was built by Cook, Welton and Gemmel Ltd of Beverley, Yorkshire and commissioned in March 1954, making her the oldest commis-

sioned warship in operation today.

In 1963 she joined the Ninth Mine Counter Measures Squadron at Portsmouth, and from 1971 to 1984 operated in coastal waters around the UK.

In January 1984 the Brinton became part of the new Third

Mine Countermeasures Squadron based at Rosyth, where she has remained to this day, apart from a two-year secondment to the Fishery Protection Squadron.

Brinton, commanded by Lieut. Graeme Mackay, has returned to operational duties.

Limited Edition H.M.S. Warrior Rum Crock £19.99 (including postage & packing)

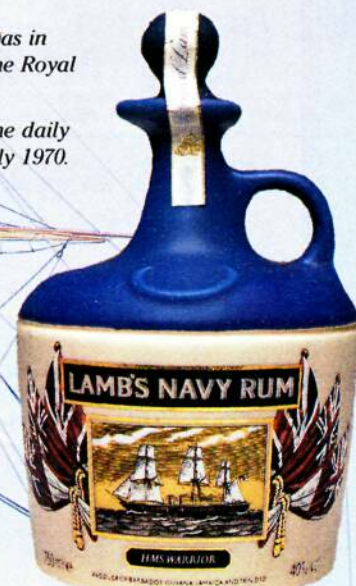
Rum has a long and proud tradition with the Royal Navy. It was in 1655 in Jamaica that rum was first issued on board ships of the Royal Navy as an alternative to beer.

The next three centuries saw rum play an important role in the daily lives of sailors until the abolition of the rum ration on 31st July 1970.

Alfred Lamb International has had strong links with the Royal Navy since 1804 when Mr. Lehman Hart became the first victualler of rum to the Royal Navy. Alfred Lamb International is proud to make available this limited edition ceramic rum crock containing 75cl of Lamb's Navy Rum for £19.99 inc. p. & p. Traditionally designed and depicting Britain's first iron battleship HMS Warrior, it makes an ideal gift or collector's item. This rum crock is also available without rum for £10.99 including p. & p.

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For further information regarding this appeal please contact
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Please allow 28 days for delivery.



Quorn is rolling in success

THE Rosyth-based minehunter HMS Quorn has won the Rolls-Royce company's new naval engineering trophy.

On behalf of the company Mr. Jeremy Hill presented the trophy to Quorn's Commanding Officer, Lieut.-Cdr. Nigel Williams.

Awards for contributing to the ship's generator efficiency were received by Charge Chief David Skelton, the ship's Marine Engineering Officer, and MEM Steve Blanchford.

After the ceremony Lieut.-Cdr. Williams, Charge Chief Skelton and LMEM(M) Mick Akrigg spent a day as guests at the Rolls-Royce factory at Crewe.

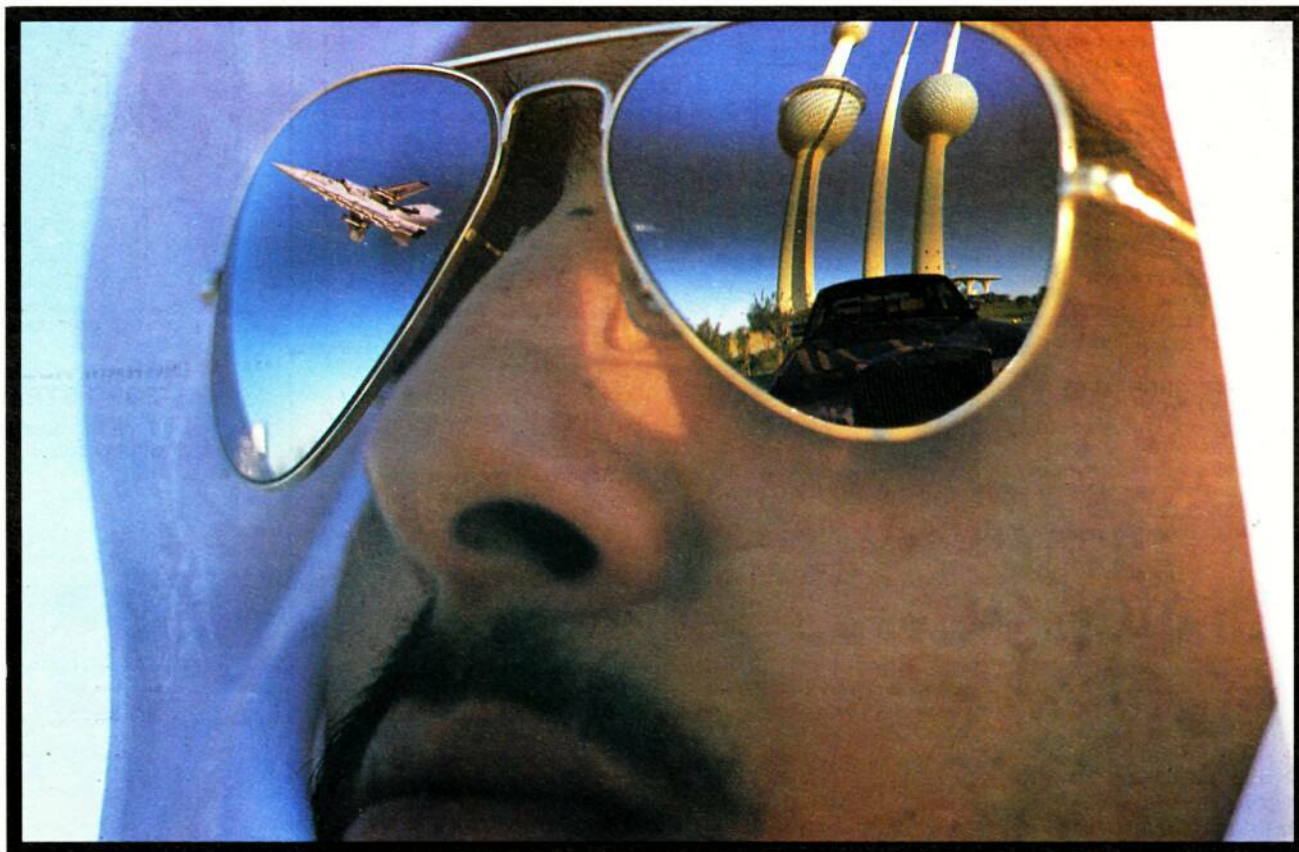
Chatham's first call

THE sleek lines of the Type 22 frigate HMS Chatham are highlighted in this picture taken in Madeira during the ship's first foreign visit since commissioning.

SUPPLY'S PARTY

A combined cocktail buffet supper party for retired officers of the Supply and Secretariat Specialisation is being held in the Royal Naval College Greenwich on March 7 next year at 6.30 p.m.

Invitations are being sent to all the retired officers whose addresses are known. Any retired officers who have not received an invitation and are interested in finding out more details about the party should contact DNMT(S), Room 305, MOD Old Admiralty Building, Whitehall, London SW1A 2HB. Telephone: 071-218-6327.



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Notice Board

Points

THE following list shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates as at 1 November, 1990.

Intermediaries (Int) indicates that personnel can be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that personnel are advanced in "basic date" order. Dates shown against "Int" rosters are the basic dates of the top eligible personnel.

The number following the points (or basic dates) is the number of men who were advanced during October.

PO(EW)/RS(W) — Int (9.6.89); 2: **LS(EW)/LRO(W)** — Dry; 4: **PO(M)** — Int (16.3.90); 4: **LS(M)** — Int (16.3.90); 7: **PO(R)** — Int (17.6.88); 4: **LS(R)** — Dry; 2: **PO(S)** — Dry; 3: **LS(S)** — Int (28.9.90); 3: **PO(D)** — Int (8.12.89); Nil: **LS(D)** — 118; Nil: **PO(MW)** — Dry; Nil: **LS(MW)** — Dry; 2: **PO(SR)** — Int (9.6.89); Nil: **LS(SR)** — Int (9.6.89); Nil: **PO(SEA)** — Int (17.3.89); 3: **CY** — 143; 1: **LRO(T)** — Int (6.6.89); 2: **RS** — 112; 1: **RO(G)** — Int (5.12.89); 5: **POPT** — 349; 2: **RPO** — Int (5.7.88); Nil.

POMEM(L)(GS) — Int (16.11.89); 3: **LMEM(L)(GS)** — Int (19.7.89); 7: **POMEM(M)(GS)** — 116; 2: **LMEM(M)(GS)** — Int (8.7.88); 12: **POMEM(O)(GS)** — Int (7.11.89); 2: **LMEM(O)(GS)** — Int (26.8.89); 8: **POMEM(R)(GS)** — Int (6.3.90); 1:

LWEM(R)(GS) — Dry; 7: **POCA** — Int (19.10.89); Nil: **POCK(GS)** — 162; 2: **LCK(GS)** — 98; 9: **POSTD(GS)** — 490; Nil: **LST(D)(GS)** — Int (21.2.89); 2: **POSA(GS)** — 351; 1: **LSA(GS)** — Int (19.10.89); 3: **POWTR(GS)** — Int (23.1.90); 2: **LWTR(GS)** — Dry; 6: **POMA** — 186; 2: **LMA** — Dry; 2: **PO(SM)** — Dry; 2: **LS(SM)** — Int (2.9.88); Nil: **PO(TS)(SM)** — Int (17.7.90); 2: **LS(TS)(SM)** — Dry; 3: **RS(SM)** — Int (14.6.88); 1: **LRO(SM)** — Int (6.6.89); 3: **POMEM(L)(SM)** — 222; 2: **LMEM(L)(SM)** — Int (18.4.89); 2: **POMEM(M)(SM)** — 622; 1: **LMEM(M)(SM)** — 345; Nil: **POMEM(O)(SM)** — Int (5.7.88); Nil: **LWEM(O)(SM)** — Int (18.6.88); Nil: **POWEM(R)(SM)** — Int (3.7.90); 1: **LWEM(R)(SM)** — Int (8.12.88); 1: **PO(UW)(SM)** — Dry; Nil: **POSA(SM)** — Int (20.2.90); Nil: **LSA(SM)** — Dry; Nil: **POWTR(SM)** — Int (26.1.89); Nil: **LWTR(SM)** — Dry; Nil: **POCK(SM)** — Dry; Nil: **LCK(SM)** — 438; Nil: **POSTD(SM)** — Int (20.10.88); Nil: **LST(D)(SM)** — 222; Nil.

POA(AH) — 428; Nil: **LA(AH)** — 636; Nil: **POA(METOC)** — 463; 1: **LA(METOC)** — Int (9.3.89); 2: **LAEM(R)** — 206; 6: **POAEM(WL)** — 119; Nil: **LAEM(WL)** — 480; 8: **POAC** — Dry; Nil.

POWREN(R) — 115; Nil: **LWREN(R)** — Int (11.7.88); 4: **POWREN(RS)** — Int (14.6.88);

1: **LWREN(RO)** — 90; 2: **POWRENPT** — 135; Nil: **RPOWREN** — Int (8.11.88); Nil: **POWRENCK** — 278; Nil: **LWRENCK** — Int; 1: **POWRENSTD** — 432; Nil: **LWRENSTD** — 436; Nil: **POWRENSA** — 281; Nil: **LWRENSA** — Int (22.6.89); 1: **POWRENWTR** — Int (22.2.89); 1: **LWRENWTR** — Dry; 1: **POWRENWTR(G)** — Int (10.2.89); 1: **LWRENWTR(G)** — Dry; Nil: **POWRENMETOC** — Int; 2: **LWRENMETOC** — Int (16.6.89); 2: **POWRENPHOT** — 288; Nil.

POWRENAEM(M) — 452; Nil: **LWRENAEM(M)** — 456; 1: **POWRENAEM(R)** — Dry; Nil: **LWRENAEM(R)** — Int (7.7.89); Nil: **POWRENAEM(WL)** — Int (9.3.89); Nil: **LWRENAEM(WL)** — Int (29.9.88); Nil: **POWRENETS** — Int (16.9.88); Nil: **LWRENETS** — Int (14.3.89); Nil: **LWRENTL** — 449; Nil: **POWRENTL** — Int (21.6.88); Nil: **LWRENTL** — Int (11.1.89); Nil: **POWRENDHYG** — 211; 1: **POWRENDSA** — Int; Nil: **LWRENDSA** — Int (3.8.88); 1: **POEN(G)** — 858; Nil: **LEN(G)** — Int (21.2.89); 1: **POGN** — Dry; Nil: **LMA(Q)** — Dry; 1.

The Basic Dates quoted for the WRNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR1066 Chapter 22:

POWREN GA — Dry; 2: **POWREN MT** — 523; Nil: **POWREN TEL** — 787; Nil.

Promotions to Chief

AUTHORITY for promotion of the following ratings to chief petty officer was issued by HMS Centurion November:

OPERATIONS BRANCH (SEAMAN GROUP)

To CPO(OPS)(S) — M.K. Powley (Brave). To CPO(D) — R.K. Webb (SMOPS Nelson).

(COMMUNICATIONS GROUP) and PT

To CRS — K. Cuttle (ACCHAN/ELANT). To CPOPT — S.R. Penberthy (Exeter).

SUPPLY AND SECRETARIAT

To CPOCK — M.D. Bailey (Sheffield), D.T. Cole (Talent).

To CPOMA — C.E. Flack (UKSU AF-SOUTH), D.J. Ringham (Resolution Stbd).

SUBMARINE SERVICE

To CMEM(M) (SM) — W.F. Wilson (Neptune NT).

FLEET AIR ARM

To CPOA(SE) — J. Parker (RNAS Culdrose).

To CPOAC(M) — P.C. Leonard (820 Sqn).

To CAEM(M) — M.J. Ruston (706 Sqn).

To CAEM(WL) — S.W. James (Seahawk).

WRNS BRANCHES

To CWRENES — H.D. Thompson (Collingwood).

CHIEF PETTY OFFICER TECHNICIAN

HMS Centurion has been notified of the following promotions to chief petty officer technician which were made in September and October:

CPOCT(A) — M.K.P. Ryan (London). CPOCT(L) — I. Dudley (MOD CNSO SCU).

ACPOCT(L) — S.L. Finch (London). MT1 — I.G. Athersmith (RNMS Haslar).

ACTING CHARGE CHIEF ARTIFICER

Authority was issued by HMS Centurion in November for the following ratings to be promoted to acting charge chief artificer:

To ACCMEA — R. Borland (Swiftsure), S. Linin (Trafalgar), R. Mead (Sceptre), T.A.E. Rawbone (Turbulent), R.W. Hayes (Churchill), J.E. Lear (Warspite), N.D. Salt (Torbay), D.C.A. Loughrey (Exeter), M.F. McGing (Defiance).

CHIEF PETTY OFFICER ARTIFICER

HMS Centurion has been notified of the following promotions to chief petty officer artificer which were made by commanding officers in September and October:

CPOMEA — R.J. Harvey (Exeter), R.W. Kraike (Dolphin SMMU), N.B. McMaster (Portsmouth FMRO), J.D. Olsen (Neptune Mixedman), N.M. Tate (Sultan), A.E.

Thompson (CFM Rosyth), A.T. Walker (Renown Port).

ACPOMEA — T.P.S. Cranny (Sultan), M.D. Fearon (Neptune NT), B.T. Johnston (Revenge Stbd), C. Macrae (Neptune NT), L.J. Marks (Torbay), P.R. Morledge (Neptune NT), T. Nicholas (Sultan), J.B. Sifton (Defiance SMMU), N.G. Walthew (Courageous).

CPOAEA(WL) — T.D. Hicks (Invincible), R.A. McConnachie (RNAS Portland).

CPOAEA(M) — M.A. Akhurst (Osprey), T. Howard (826 Sqn), N. McDonald (DGA(N-JASE MASU), D.H. Nichols (819 Sqn), R. Procter (RNAS Portland), P.J. Young (815 Fit 216).

ACPOAEA(M) — M.S. Houston (702 Sqn Osprey).

CPOAEA(R) — M.J. Smart (829 Fit 245).

CPOWEA — N. Anderson (Coventry), D.A.J. Bones (Otter), N.B. Dent (Ark Royal), P.I. Houghton (Collingwood), R.G. Howard (Neptune SM10), P.A. Jones (Brave), A.D. Macmaster (Brocklesby), K. McKale (Portsmouth FMRO), J. Power (Portsmouth FMRO), A.E. Terzza (Southampton), M. Walton (Revenge Stbd), P.J.W. White (Phoebe).

ACPOWEA — D.K. Bullen (Dolphin Sm. Schl), R.R. Hambrier (Broadsword), I. Mad-dock (Collingwood).

Deaths

S. E. Jennings, AEM(M)1. HMS Daedalus, Nov. 9.

Frederick Dossor, CB, CBE. Rear-Admiral (ret'd). Electrical specialist. Polaris Project Officer, Ministry of Technology 1963-67, and also closely associated with Seasil and Seacat projects. Ships included HMS Triumph and Tyne. Director General Guided Weapons, Ministry of Supply 1959. Aged 77.

M. A. ("Dapper") Birrell, DSC, Cdr (ret'd). Served 1938-70. Flew with RAF and with 804 NAS in Battle of Britain. Carried out first catapult trials from CAM ship Michael E, later surviving her sinking. Also flew from HMS Arguini. Later commanded 780 and 891 Squadrons, and senior pilot of 804 Squadron, gaining DSC in Korea. Member FAA Officers Assn. and Yeovil Branch National FAA Assn. Aged 69.

Gordon P. Richards, Lieut.-Cdr. (ret'd). Served 1947 (Ganges) — 1987, including HM ships Loch Fada, Caprice, Ashanti, and command of HMS Soberton. Shore appointments included Seaman and Missileman Drafting Officer 1983-87.

G. Dacey, Ex-CEA, Chatham Division. Aged 79.

P. Fletcher, Ex-LS. Served 1937-47, including HM ships Cumberland and Brave and HM submarines Unruly and Springer.

Bill Boyden, Ex-MAA, HMS Pembroke. Ships included HMS Swiftsure and Jamaica. Aged 81.

W. Stewart, Ex-LSTO. Service included HM submarines Truant, Otway and Thorough. Member SOCA Western Australia. Aged 66.

S. A. Smith, Ex-AB. Ships included HMS Iron Duke and Orion. Aged 78.

The deaths are reported of the following members of the Algerian Association: A. Jacques (HMS Clinton) and A. B. Pearson (HMS Vestal).

ROYAL NAVAL ASSOCIATION

The deaths are reported of the following shipmates:

J. M. Ward, Poole. Served from 1942-46. Also life president Dorset Burma Star Assn. Aged 66.

G. Stevens, Bury St. Edmunds. Aged 63. N. Reid, Bury St. Edmunds. Aged 69.

R. Kimber, former secretary Solva and St. Davids. Ex-EM(A). Served in HMS Falcon, Goldcrest, Peregrine and Fulmar. Aged 50. L. Mount, Herne Bay. Aged 65.

H. Hopkinson, Huddersfield. Served in HMS Scylla on Russian convoys and in HMS King George V.

A. Giffard, oldest member Guildford. Served as Boy Seaman in HMS Iron Duke at Jutland. Aged 91.

M. (Tom) Matthews, DCM, Southampton. Ex-PO. Served on Russian convoys and in HM submarines.

C. Bengierfield, Swansea. Survivor HMS Gypsy, also served in HMS Newcastle. Aged 70.

G. O. Bourne, former chairman and president, Newton Abbot. Aged 66.

W. Barnett, Chesterfield and District. Service included HMS Fernie, Blencathra and Caidy. Aged 61.

P. Barratt, Salford. F. McGee, concert sec., Salford. Ex-submarine.

A. T. Bell, Leicester. Aged 64. W. Walker, associate member, Ramsey, IOM. Aged 53.

J. Page, Mitcham, Morden and Wimbledon. Service included HMS Belfast and Glasgow. Aged 66.

R. I. Atkinson, Stockton-on-Tees. Service included HMS Birmingham.

Cy Chamberlain, life vice-president Aberystwyth. Served with Combined Ops. Aged 67.

R. S. McDarren, Aberystwyth. Capt RNR (ret'd). Aged 79.

E. Kennedy, Dagenham. Survivor HMS Manchester. Aged 70.

D. Jack, Blackpool and Fylde.

P. Meiklejohn, BEM. Blackpool and Fylde.

E. Edwards, Denton. Service included HMS Illustrious. Aged 74.

Appointments

New C-in-C Fleet

THE next Commander-in-Chief Fleet is to be Vice-Admiral Sir Jock Slater. He succeeds Admiral Sir Benjamin Bathurst in the appointment in January on promotion to admiral.

He also becomes Allied Commander-in-Chief Channel and Commander-in-Chief Eastern Atlantic Area.

Vice-Admiral Slater, at present Chief of Fleet Support, was previously Flag Officer Scotland and Northern Ireland, and his appointments have included command of HMS Illustrious. (Photograph and further details appear in page 13).

Rear-Admiral N. J. Hill-Norton, Flag Officer Flotilla Three, is to be promoted vice-admiral on December 3.

Capt. John Brigstocke, whose appointments have included command of HMS Ark Royal, is to be promoted rear-admiral and to be Flag Officer Flotilla Two on January 14.

Other appointments recently announced include:

Commodore C.J.S. Craig, Senior Naval Officer Middle East. Dec. 3.

Cdr. R.A.G. Clare, Chatham in command April 19. (To be promoted captain Dec. 31).

Lieut.-Cdr. M.R.G. Wurchurch, Bulldog in command. Jan. 9.

Lieut.-Cdr. N.M.C. Chamber, Brocklesby in command. Dec. 4.

Lieut.-Cdr. J.M.C. Maughan, Berkeley in command. March 26.

Lieut.-Cdr. G.D. Palmer, Iveston in command. April 9.

Lieut. M.J. Yates, Milbrook in command. April 9.

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Lieut.-Cdr. J.M.C. Maughan, Berkeley in command. March 26.

Lieut.-Cdr. G.D. Palmer, Iveston in command. April 9.

Lieut. M.J. Yates, Milbrook in command. April 9.

Commodore C.J.S. Craig, Senior Naval Officer Middle East. Dec. 3.

Cdr. R.A.G. Clare, Chatham in command April 19. (To be promoted captain Dec. 31).

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Lieut.-Cdr. M.R.G. Wurchurch, Bulldog in command. Jan. 9.

SD List

THE following candidates have been selected for promotion to Acting Sub-Lieut. E(W) and (WESM) on the SD List from Feb. 18, 1991:

To Acting Sub-Lieut. E(W): CCWEA G. P. Hooper, ACCWEA J. K. Broadway, LACCWEA P. D. Norman, CPWEAs K. T. Bradshaw, A. H. Brothers, P. Chambers, M. D. Dewson, N. R. Dymond, S. Haworth, M. J. Penfold, S. R. Sugden, M. R. Wrenn and A. W. Wyld.

To Acting Sub-Lieut. E(WESM): LACCWEA I. S. Hobson, CPWEAs V. W. Buck-ridge, K. J. Taylor and B. C. Wells.

The following candidates have been selected for promotion to Acting Sub-Lieut. (SD)(E)(ME) to date June 10, 1991:

CCMEA(M)s S. Dunningham and D. L. Waterman, CCMEA(EL)s G. P. Mather and T. A. Page, CPOMEA(ML)s D. Christian and R. Matcalf, CPOMEA(EL) I. R. Cowper.

Pen Friends

READERS seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, HMS Nelson, Portsmouth. On receipt the replies will be redirected — but only if they have been stamped.

Elaine (25), Manchester. Dawn (23), London. Amanda (25), Harlow, Essex. Amanda

(17), Canterbury, Kent. Claire (24), Murray, East Kilbride. Averil (41), Edmonton, London. Carol (42), Ilkeston, Derby. Dawn (24), Maidstone, Kent. Carole (30), Wallington, Surrey. Debbie (28), Winchester, Hants.

Sarah (25), Teynham, Kent. Julie (16), Havant, Hants. Jackie (20), Birmingham. Carol (29), Wigan, Lancs. Dawn (18), Birmingham. Debbie (30), Kettering, Northants. Diane (22), Maidstone, Kent. Doreen (26), Bradford, Yorks. Heather (22), Milford

Haven, Dyfed. Helen (25), Huddersfield, Yorks.

Paula (33), Long Eaton, Notts. Michele (19), Twickenham, Mddx. Melissa (19), Sidmouth, Devon. Jennifer (18), Somercotes, Derby. Jane (31), Rochdale, Lancs. Lesley (31), Smethwick, W.Midlands. Kathy (55), Hackney, London. Jan (37), Hinkley, Leics. Jacqui (39), Swindon, Wilts. Helen (21), Newton Aycliffe, Co. Durham.

Valerie (38), Bristol. Zoe (16), Bristol. Sari (33), Bridgend, Mid Glam. Pauline (23), Lincoln. Jane (40), Cardiff. Paula (15), East Dulwich, London. Sara (18), Dartford, Kent. Sharon (31), Gillingham, Kent. Sue (20), Leek, Staffs. Sarah (22), Southampton. Susan (38), Blyth, Northumberland.

Marianne (29), Hjo, Sweden. Linda (35), Bristol. Sue (21), Orpington, Kent. Sharon (19), Bolton, Lancs. Jessica (27), Spilsby, Lincs. Petra (18), Guildford, Surrey. Sharon (24), Wrexham, Clywd. Dawn (16), Sutton, Surrey. Kaye (21), Bingham, Notts. Sammy (23), Stowmarket, Suffolk.

Tracey (20), Nowra, NSW, Australia. Joanne (20), Milton Keynes, Bucks. Tracey (



Colchester branch piles on the miles

SHIPMATES of Colchester have been travelling up and down the motorways during the past months visiting Gravesend, the "Sparrow's Nest", Lowestoft, and Aldeburgh branch.

A full coach load travelled to Portsmouth Navy Days and on the homeward journey a happy few hours were spent visiting Hanworth. The branch standard was paraded at Colchester Tattoo and a recruiting stall, manned by shipmates, aroused great interest. The branch thank all who welcomed them during their travels.

□ □ □

A disco, organised by Shipmate M. Shepherd of Bletchley, raised £1,790 which was divided between the following local charities — Willen Hospice, Queens (Mencap) school, a special tricycle for Joanne Tail-

BRANCH NEWS

ley, Watling Boys Club and which also went towards helping a leukaemia victim visit the US. The widow of a founder member of the branch, Mrs D. C. Clarke, donated a chair lift for the use of welfare cases.

□ □ □

Members of Bridgend have raised £400 for two local charities — "Yr Bwythin", and the Princess of Wales Diabetic Clinic. Following the cheque presentation ceremony shipmates enjoyed a social evening and an Uckers competition at Bridgend Rugby Club.

□ □ □

Thirty years to the day after the dedication of Denton and District standard it was laid up in Christ Church, Denton, and the new standard dedicated. At

a service conducted by the Rev. Canon Dutton standards from branches throughout No 10 Area, including the area standard, were displayed.

□ □ □

Off to a flying start is the new Caerphilly branch now boasting 61 members and a full social programme. The branch meets at 2000 on the second Wednesday of the month at Caerphilly Conservative Club, and extends a warm welcome to new recruits.

□ □ □

The exploits of HMS Speedy, adopted by the people of Wigston, Leics, during the Second World War, were brought vividly to life by one of the former ship's company, Lieut. Peter Shankland RNVR, when

he was invited to attend Wigston and District branch meeting. The Speedy, one of the Halcyon class fast mine-sweepers, gave valiant service, not only in Arctic waters, acting as escort to the Russian Convoys, but later in helping the S.S. Ohio reach Malta during Operation Pedestal. The rescue of the Ohio won the ship's captain Cdr. Jerome, a DSO for bravery and dauntless resolution while serving in the Speedy.

□ □ □

A well-known recruiting centre in Bristol is Southmead Auto Shop, owned by Shipmate Ken Ruddick, chairman of Bristol branch, who has been known to hand over an RNA application form to ex-naval personnel requesting a battery plug! The RNA is advertised on the cars driven by Shipmate Ruddick and his co-drivers, Shipmates Steve Birch and Steve Teakel.

□ □ □

Under threat of losing their premises, Fulham and Chelsea branch have set up a fighting fund to contest an eviction order in the county court.

Generous donations have already been received from other RNA clubs and anyone able to offer support should contact Shipmate R. Barton, 3 Searles Close, Parkgate Road, Battersea, London SW11 4RG.

Carolina on their minds

A SPECIAL link has been forged between the Southend-on-Sea branch and the Royal Naval Patrol Service Association (RNPSA) with the US Coastguard Service.

It all started when a photograph appeared in the Daily Telegraph of a small cemetery on the tiny island of Ocracoke, off North Carolina, in which were interred the bodies of four crew members of the Royal Naval Patrol Trawler HMS Bedfordshire torpedoed by U-boat U588 on May 11 1942.

The four bodies were washed up on Ocracoke Island and the US Coastguard Service ensured they were buried with full naval honours.

Ever since, for the last 48 years, the crew of this coastguard station have maintained the cemetery at their own expense.

When the photograph appeared the Southend branch of the RNPSA, through their secretary Mr. Ron Hearn (who is also a committee member of Southend RNA), sent a donation to the US Coastguard towards the upkeep.

This started a relationship

which soon grew and as a consequence Shipmate Hearn travelled 4,000 miles to the island to represent the RNA and RNPSA at a special service.

Salute

On his return Shipmate Hearn decided to invite Coastguard Station Chief Officer Peter Stone to the RNPSA reunion and service of remembrance in Lowestoft and as a result he was guest of honour, taking the salute with the association's president Cdr. G. Titmus.

Chief Officer Stone was entertained at a meeting of Southend RNA and he presented the branch with US Coastguard ensigns which will be flown every July 4 and also at the branch's unique service and parade they hold in December in memory of US sailors who lost their lives at the bombing of Pearl Harbour in December 1941.

TRAFALGAR DAY CELEBRATION

THE president, Admiral Sir Desmond Cassidi, and the general secretary, Capt. Jim Rayner, attended Cowbridge Trafalgar Day service held in Holy Cross Church. Following the service a parade of 300 shipmates displaying 30 standards, including the national standard and that of No 7 Area, marched through the town to music by the band of the Royal Marines Flag Officer Plymouth.

Lewes branch marked their 25th anniversary at the branch Trafalgar dinner during which an award was made to Shipmate Jess Shoesmith, the branch chairman. A £250 cheque, proceeds of a sponsored walk, was also presented to the manager of the Victoria hospital.

Members of Shrewsbury celebrated Trafalgar at Beauchamp Hotel. The branch thanks local stores for permitting collections on their premises for the King George's Fund for Sailors which raised £1,406.37.

At Rame Peninsula dinner guest of honour was Surgeon-Cdr. Edwards, of the Commando Training Centre, Lympstone. The celebration was held at the Cornwallis Hotel, Polbathic.

The Mayor and Mayoress, Cllr. Roy Saul and Mrs. Audrey Saul, Lieut.-Cdr. J. C. Gunning and Mrs. Gunning, the Rev D. Couper and Mrs Couper were guests of honour at Bridlington dinner.



Back to the future

IT took Shipmate Audrey Lawson, secretary Durham City branch, almost two years to locate this group of happy ladies — all ex-WRNS who served in 1950, at St Budeaux, Plymouth.

They were reunited for the first time in over 40 years at the Association of WRNS reunion, held at Wembley.

Pictured, from left, they are Shipmate Lawson, Irene Wooler, Sheila Pryce, Anne Wilson (New York), Josie Schelin (New Jersey, USA), Joan Ladell and Vera Brown. Picture: (PO Phot. George Hunter)



BIRSTALL CLEANS UP

BIRSTALL war memorial is back in peak condition following a campaign by members of the Dewsbury, Batley and Birstall branch.

The memorial, which become overgrown with moss and weeds, gave rise to concern to those members who attended the Remembrance Service last year and so they decided to clean it up themselves.

However, with continued pressure the local council engaged outside contractors to do the work and now the memorial is once again a fitting tribute to the men and women in whose memory it was erected.

Pictured by the restored memorial are, from left, Shipmates Malcolm Milne, George Cawthorne, Arthur Lodge and Peter Boyer.

Picture: The Reporter Series Ltd

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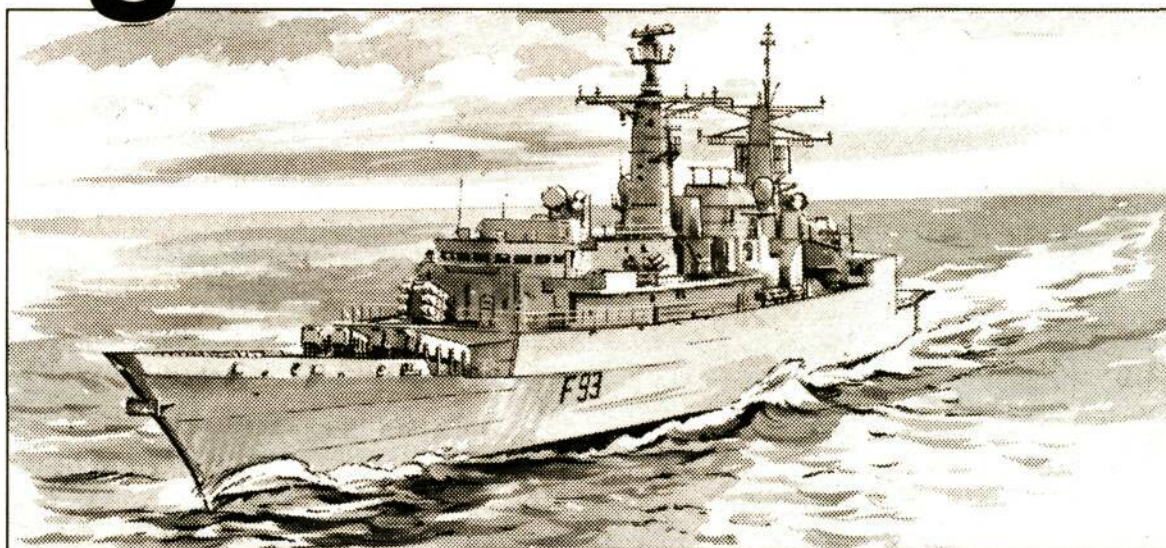


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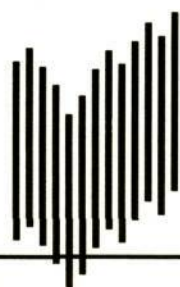
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Team Leader

To £26,000, Benefits

To lead a team of systems programmers dealing, primarily, with distributed systems; you will have several years' systems programming experience in a large DEC or ICL environment probably supporting UNIX, VMS or MAESTRO regimes. Certainly you will have demonstrable management skills and a thorough understanding of how to deal with the problems caused by the sheer size and complexity of very large scale operations. You now seek the greater challenges and rewards of leading your own team. Ref: W21048/NN.

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To take complete responsibility for the Centre's Service Desk; this is a new position tasked with providing a truly professional interface between the IT Centre and its User Departments. In addition to enhancing the existing Service Desk operation you will have the opportunity to develop and implement a computerised Problem Management System. To meet this challenge you will certainly be an IT professional with experience of large scale installations most probably in Operations or Systems Support. However, drive and strong interpersonal skills are more important than any machine specific knowledge. Ref: W21049/NN.

Systems Programmers

To £22,000, Benefits

There are vacancies in several of the Systems Support Teams each of which specialises in supporting a particular area of the Centre's infrastructure. From a large scale environment and probably with a degree or HND, you will have had formal training in your own particular area of expertise. This could include VME/VMS/DOS, IDMSX/TPMS, UNIX, JCL/SCL or ORACLE. In return you will be offered outstanding cross-training opportunities and the prospect of winning early promotion to Team Leader status. Ref: W21050/NN.

Operations, Quality Analysts

To £22,000, Benefits

Within an operational IT environment, Quality Management is of critical importance. The company is expanding the quality team which deals with the acceptance and operational testing of new systems before they are released into the production environment. The team is also responsible for the key areas of Problem and Change Management. You will be attracted by the chance of moving into this relatively new and increasingly important field of operational support, and could well have a background in operations, technical support or applications, preferably in a DEC or ICL environment. A sound understanding of operational requirements combined with an appreciation of formal systems testing methods would be advantageous. Ref: W21051/NN.

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Sport



What a Lark(hill)!

TRADITIONALLY khaki-dominated sports like riding see the Army at its most determined; all the more credit then to the Naval contingent which took on and beat the soldiers at the Army and Royal Artillery Hunter Trials at Larkhill.

With its four pairs of horses, the RN team's individual placings of first, third, fifth and eighth were easily the best of the day, beating the King's Troop Royal Horse Artillery, Household Cavalry Mounted Regiment, Royal Military Police Mounted Branch and the Royal Marines.

Second Officer Rachel Firth (Heron) riding Mr Geoffrey

Minter's Limefoot Barn Owl, and Second Officer Suzanne Clark (Osprey) on Mrs Auria Stuart's Crest of the Wave were presented with the 7th Queen's Own Hussars Cup by Lady Trant before an appreciative crowd of supporters.

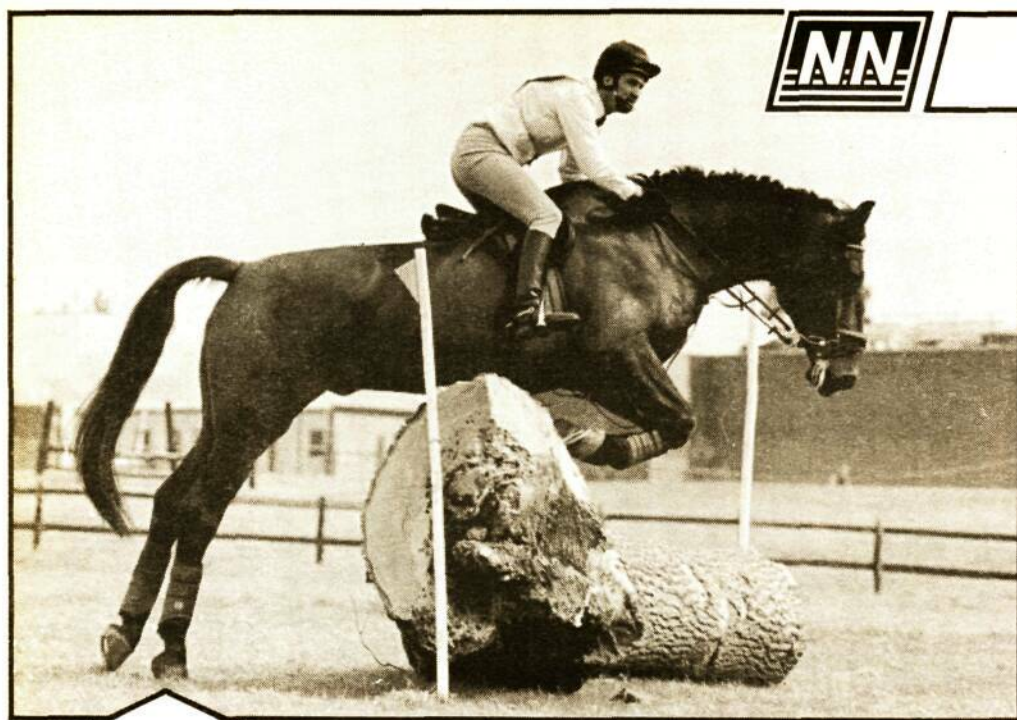
Stalwart

Mrs Stuart has been a stalwart of Navy riding for many years and two more of her horses, Say When and High

Proof, were the fifth placed pair.

However, it was the success of the younger horses, including Smoke Spindrift and Osheval, owned and ridden by Capt. Richard Bridges (Intrepid) and his wife Helen, who took third prize, which was the most encouraging aspect.

It left the RN team with not only success to savour over the winter months but heightened anticipation of further spoils in the spring. Fixtures for 1991 begin in March.



Lieut.-Cdr.'s log

CAUGHT in action (above), Lieut.-Cdr. Mike Croome-Carroll (Nelson) and the Naval Riding Centre's Impy overcome an obstacle in the cross-country section of the Navy Championships.

Held at HMS Dryad, the one day event comprised three phases, cross-country, dressage and showjumping.

It was a triumph for Second Officer Rachel Firth (Heron), who was individual winner on Limefoot Barn Owl and also took second place on Say When.

Wren Sara Stone, also of HMS Heron, came third riding Benjamin Brick.

HAT TRICK ON CARDS

HELD at US Brickfields, Plymouth, the third Westward League Cross Country race was hugely successful for the Royal Navy Athletic Club, writes Lieut.-Cdr. Bob Chapman.

LCpl. Dave Neil (Cdo Log Reg) won the race, the first 10 club runners were home in 25, the team scored its highest ever points total, and the B team finished second — ahead of all the other league clubs.

This result means that at only the halfway stage in the league RNAC has an almost unsailable grip on the title — leading by 200 points — and looks set to become the first club ever to achieve a hat trick of championship wins.

Furthermore, the RNAC B team is currently

lying 4th, an amazing demonstration of strength in depth and marvellous team spirit.

Leading RNAC Athletes at Plymouth were: 1, Dave Neil; 3, Sub Lieut. Steve Gough (Yeovilton); 5, Sgt. Terry Pares (42 Cdo); 6, Mid. Andy Simpson (Manadon); 9, LCpl. Nigel Burke (Cdo Log); 13, Lieut.-Cdr. Bob Chapman (Drake); 15, PO Mick Cave (FONA); 16, LAEM Tony Dunn (Culdrose); 19, Mr Mick St John (RMR) and 25, CPO Mal Walker (RNH Stonehouse). There were 200 runners in the race.

Team results were: 1, RNAC 1,481 points; 2, RNAC 'B' 1,417; 3, Plymouth 1,407; and 4, Bideford 1,354. Forty-eight teams competed.

Team position after three races: 1, RNAC 4,415; 2, Plymouth 4,216; 3, Bideford 4,210; and 4, RNAC 'B' 4,128.



ALL PACKED FOR SRI LANKA

TWO Royal Navy men were selected to represent Hong Kong in this year's Asian RFU Championships, held in Sri Lanka in October. Seen here prior to their departure and wearing HKRFU blazers were WO(MEM) Whacker Payne of HMS Tamar and Lieut. Mark Kent of HMS Peacock.

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It could help stop your separation going too far.





Left: HMS Thunderer's winning squad in triumphant mood.



Pictures: Sub Lieut. Steve Shrubsole

Right: Phil Makepeace, Thunderer's skipper, (right) runs back to defend a Sultan attack.

Manager's message

LIEUT. Henry Millington, the Navy Manager, is pleased to report on new and promising talent available to Navy football this season. Thirty players have been given the opportunity to stake a claim for a permanent place in the side, and there will be competition for places.

A good start to the season has been achieved despite many of last year's capped players being at sea and unavailable at present. It is good to see the benefits of the coaching policy bearing fruit and the introduction of a players' proficiency course and coaches/managers days have played their part in ensuring that players from all the establishments are given the necessary coaching and encouragement to develop their soccer skills.

It is also very encouraging to see players from the RN Youth team coming to play at Senior level and credit for this must go to their coaching staff, led by POPT Ian Farley.

Fleet sunk by NAC's subs

A SUNNY afternoon at Yeovilton saw Naval Air Command play host to the Fleet team for the Inter-Command Football Final.

It was only the second time since 1947 that Fleet had reached the final and the team were keen to avenge Fleet's defeat by Naval Air in 1986/87.

They achieved the perfect start when LPT Nick Haigh (Cleopatra) drove the ball into the net after LSA Mullins in the Air Command goal had failed to hold a cross from Sub Lieut. Mark Williams (Hecla) to give Fleet the lead after just six minutes.

Play flowed from end to end as Naval Air tried to reduce the lead and Fleet tried to increase it. The Fleet defence, well marshalled by LPT Steve Riley (Campbeltown) remained firm, and the team retained their 1-0 lead at half time.

With the wind behind them, Naval Air pressed forward and kept the pressure on the Fleet goal. POMEA Stuart Adams was forced to make several good saves to keep his team ahead. With 10 minutes to go, Fleet looked as though they would hold out for victory.

At this stage, Naval Air made their master stroke by introducing PO Chris Baddoo and CPO Mike Thompson, their substitutes, into the attack.

With five minutes remaining PO Chris Long played a fine through ball into the path of Baddoo, who shot past the diving Adams to equalise for Naval Air. The Fleet players were staggered by this goal and they faced renewed pressure from NAC.

There were 75 seconds of play remaining when PO Will Flint who had been battling away all afternoon as the main striker, held the ball up perfectly before laying it off for Thompson to score with a fine shot past Adams from 15 yards.

Fleet immediately responded and Riley brought a fine save from Mullins, but the final whistle was blown and the jubilant Naval Air side retained the trophy they had won at Portsmouth last year.

Fleet appeared to have snatched defeat from the jaws of victory and must have been very disappointed with their performance in the last five minutes when they lost concentration and with it the match.

Naval Air Command received the trophy from Commodore N.C.H. James, Chief of Staff to FONA. This was the first occasion since 1958/59 that Naval Air had retained the trophy and the team were a credit to Lieut.-Cdr. Bob Duke, their manager.

But please spare a thought for POPT David Pepper in the Fleet side — he was appearing in his seventh final but has yet to appear in a winning team!



Sport



STIRRING TIMES FOR THUNDERER

THE 75th Navy Cup final featured a team from HMS Thunderer for the first time. The young officers from the Royal Navy's engineering college twice came from behind to defeat the home side, HMS Sultan, at Gosport by 3 goals to 2, writes Lieut.-Cdr. Jim Danks.

Electing to play against the strong wind, Thunderer took some time to settle. On 20 minutes MEA Richard Howard, the Sultan midfielder, ran through the Thunderer defence and beat

keeper Sub Lieut. Ian Chambers to a ball outside the area. His cross was helped into the goal by the wind before Chambers could regain his position.

Thunderer stormed back and when LMEM Gary Lewis had difficulty controlling the ball in the wind, Sub Lieut. Kevin Easterbrook collected it. He hit a strong ground shot from 15 yards past the diving MEA Neil Smith in the Sultan goal to level the scores.

Fortunate

Howard was looking for his second and Chambers was fortunate to smother a strong, close-range shot with his legs, but two minutes from half time Thunderer nearly went ahead.

Following a fine pass from Sub Lieut. Philip Makepeace, Greenwood centred and Easterbrook wasted a good chance by heading over from close range.

Thunderer, playing with the

wind in the second half, put Sultan under heavy pressure as Sub Lieut. Bill Paris saw his lob beat the keeper but also the bar. In the 63rd minute Sub Lieut. Steve Greenwood hit the bar from a direct free kick and two minutes later he was denied a certain goal when Smith bravely dived to take the ball off his foot.

Against the run of play, LMEM Andy Hume, the Sultan centre forward, was put through by MEM Gary McGovern and after controlling the ball he scored with a low shot as Chambers left room by the near post to restore Sultan's lead in the 68th minute.

Makepeace equalised within a minute when he headed home a cross from Easterbrook. Play flowed from end to end as each side sought the winner and Hume twice went close for Sultan.

But it was sub Lieut. Mike Helliwell, who had just come on as sub, who with his first

touch laid the ball through for Paris to put Thunderer ahead for the first time, 3-2. Hume again had a good chance to save the game for his side but his shot went past the post.

This was the first occasion since 1952 that the Cup has been won by an establishment in the Plymouth area. The present trophy was presented by the officers in 1912 and 1990 saw the first ever win by an all-officer team. The side is managed by a Canadian officer, Lieut. Cdr. Catsburg, and contains a player each from the Royal New Zealand and Royal Oman navies.

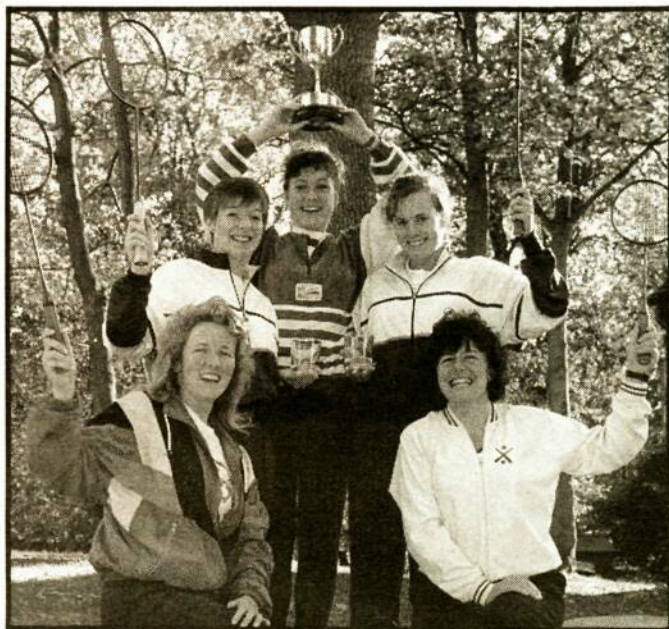
The RNFA would like to thank Naafi for the sponsorship of RN football, part of their wider overall support of sport in the Services. On completion of the match the Cup was presented by Capt. Mike O'Reilly, Naval Director on the Naafi Board of Management, to the winning captain, Sub Lieut. Philip Makepeace.

SO WHO NEEDS A CAR?

VETERAN car enthusiast CPO Martin Salmon (760 Sqdn HMS Daedalus) couldn't wait for his own veteran car to be fully restored before completing the London to Brighton



Race — so he covered the 53½ miles on foot instead. Martin made the distance — the equivalent of two full marathons — in seven hours 26 minutes and was flagged on his way by Cdr. Brian Davies, Royal Navy AAA marathon co-ordinator and Air Engineering School Training Commander.



WARRIOR'S LUCKY 13s

THIRTEEN teams competed in the Inter Unit Badminton Competition at HMS Sultan on October 13 and HMS Warrior's team of Wrens triumphed.

Pictured — with their booty — from left they are LWREN Dorothy Coyle, WREN Tina Ryan, LWREN Judy Flack,

LWREN Christine Houghton and LWRENPT Elaine Broughton, who is the team manager.

FOUR OUT OF FOUR

FOUR victories in just over a week gave a promising start to the Royal Navy football season.

The first was a 2-1 win over Sussex Intermediate, in the traditional curtain raiser. Deadlock was broken in the 65th minute when NAM Gary Hampson stormed down the left wing and crossed the ball into the penalty area, where PO Arnie Ormston volleyed it home. The winner came in the 85th minute courtesy of CPO David Barclay.

A much-changed side play host to London University the next day, but the result was the same — 2-1 for the Royal Navy. Again the RN scored first. From a well rehearsed corner taken by AEM Andrew Holland (Seahawk), PO Will Flint (Heron) headed on for skipper PO Bob White (Heron) to head in from close range. Again, too, the winner came with time running out. AEM Andrew Holland was put through by Flint to score his first goal for the senior side.

Royal Navy 4 Oxford University 3 was the result the following day, with the RN coming back from two goals down to win this thriller at Portsmouth. Navy goals came from LA Andy Burry (Seahawk), who scored twice, PO Arnie Ormston and CPO Bob Brady, whose stunning cross-cum-shot decided the match with four minutes remaining.

The Navy manager will be pleased to see the forwards scoring goals but disappointed with a defence conceding them at the other end.

The RN's match against Cambridge University at Fenners ended in a two one win for the sailors. LPT Ian Smith clinched the first when he knocked into the goal the ball that had rebounded from CPO Bob Brady's shot. Andy Burry was responsible for the second. Two minutes later Cambridge reduced the lead, but there the result remained.

RUGBY FINAL

THE Royal Navy Rugby Union Cup Final, between Devonport Naval Base and HMS Sultan, will take place at Burnaby Road, Portsmouth, on Wednesday, December 5. All spectators are welcome and admission is free. Kick off 1415.

Semi-final results were as follows: Devonport 28 Cochrane 0; Sultan 13 Heron 8.

NICE WORK CHAPS!

LWREN Julie Lyndon may be the only female football manager in the Royal Navy but she can certainly come up with results.

Her HMS St Vincent football team plays in a league run by the Army in London and is right at the top of the table, having won every match so far.

One of the players, CK Dick Mynard (bottom row, third from right) has been selected for the Royal Navy representative side.

The team is pictured with Julie and with Cdr. Trevor Dale, Captain of HMS St Vincent.



Airmen shot down on rugby pitch

A WELL-drilled Royal Navy (Scotland) team won a keenly contested match against their RAF counterparts in blustery conditions in the inaugural match of the Scottish Inter-Services Rugby Championship at RAF Kinloss on the Moray Firth.

The Navy, playing without the Commando contingent, took on a likewise depleted RAF side, missing vital players through Gulf commitments.

Taking full advantage of having travelled the previous day — leaving the morning free to practice set pieces — the Navy started well. The first score came from surging forward play finished off by scrum half Stevens. Constant pressure led

to a rehearsed second try with centre Nordon going over after a loop move involving all the back division.

A further converted score by Stevens gave the Navy a 14 point lead at the turn.

The Navy were solid in the scrummage, gaining several balls against the head. A height advantage gave the Air Force dominance in the line out, but untidiness around the fringes prevented the home side from taking the initiative.

The Air Force started the second period with renewed vigour. However, sound defensive action by the Navy thwarted all attacks and ensured the block out.

After conceding a penalty, the Navy forwards forced the Airmen into their own half, resulting in Stevens sniping blind for his third try. **Result: RAF (Scotland) 3 RN (Scotland) 20.**

Sport

SEVENTH HEAVEN

ROYAL Marine Billy Nixon had 12,993 runners in his wake as he finished seventh overall in the fifteenth Marine Corps Marathon, in Washington DC.

A capacity entry of 13,000 turned out in bright sunshine for the event, among them a team of six runners from the Royal Navy/Royal Marines looking forward to the annual competition against the US Marine Corps.

A prestigious event, this marathon is the fourth largest in the United States. It soon became clear that the crisis in the Gulf had not detracted from the competitiveness of the event and at the ten mile point the two teams were evenly balanced.

Challenging

However, with the White House and the Capitol Building behind them, Mne. Nixon (RM Poole) was challenging strongly for the lead and moving through the field at the 17 mile point.

The second two Navy runners, Sgt. Terry Pares (42 Cdo) and Cdr. Alvin Rich (FONA) were also looking strong and pulling away from their USMC opposition. By 20 miles the writing was well and truly on the wall proclaiming victory for the RN team.

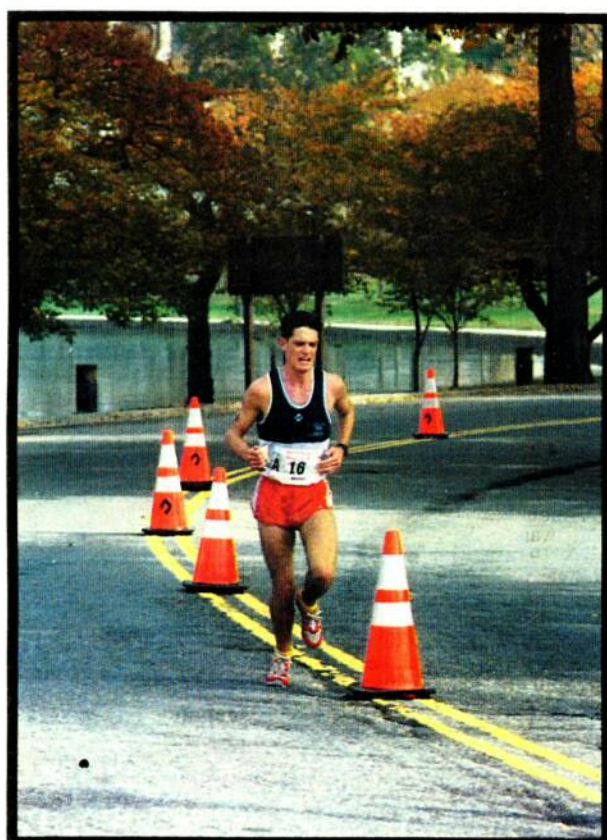
Although Nixon faded towards the end, his performance, in this his first marathon, was exceptional. He finished 7th in a time of 2 hours 29 minutes 31 seconds and was followed home by Pares (2.33.02) and Rich (2.34.36).

A fine team performance was completed by LA Jim Young (Osprey) (2.39), CPO Colin Litson (RNCC Chaddlewood) (2.43) and CY Andy Watling (Osprey) (2.44). The defeat of the USMC team was sealed.

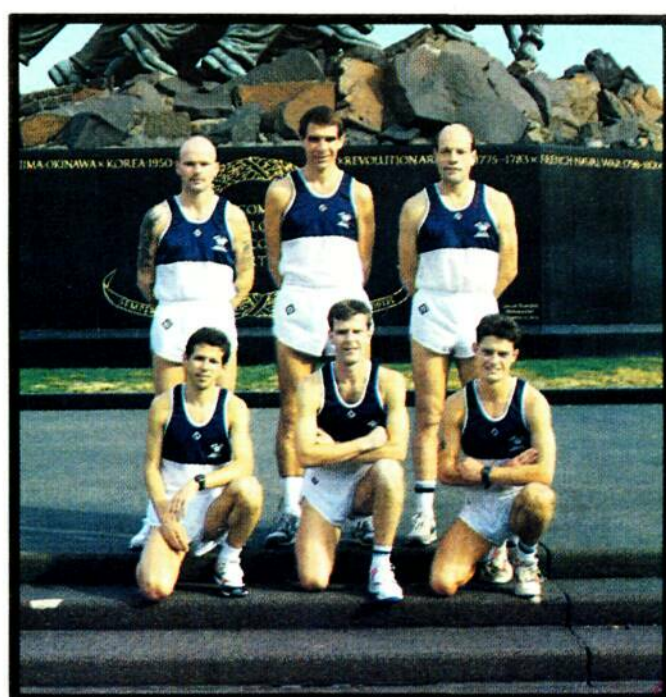
On that hot and humid day the RN team had defeated their opposition by over 41 minutes to win the Victory Trophy for the 7th time, and had scooped the prize for the first military team to finish.

This was an outstanding performance by a team well able to uphold the best traditions of marathon running in the Royal Navy.

ANY Royal Navy Athletic Club members rejected for the 1991 London Marathon should apply to Cdr. Brian Davies, HMS Daedalus ext. 4182, who may have a few spare entries.



MNE. Billy Nixon on his way to seventh place in a field of 13,000 in Washington's Fifteenth US Marine Corps Marathon.



Back row from left: Terry Pares, Al Rich and Colin Litson. Front: Andy Watling, Jim Young and Billy Nixon.

CRUMPLING BEFORE CRUMPLIN

BOXERS of Portsmouth Command have lifted the Navy Novices' Cup for the first time in seven years, writes Lieut. Duncan Forer.

Their win, by 26 points to the Royal Marines' 19, spelt the first defeat of the Royals since 1983.

Portsmouth were particularly strong in the lighter weight categories, winning the bantam, feather and lightweight divisions. RO Crumplin was particularly impressive at lightweight.

Entertaining

With calculated combinations to the head and body Crumplin outclassed S(M) Hawken of Plymouth Command, who wisely retired before the start of the second round.

At light welterweight RM Recruit Gifford had a good battle to beat AEM Kilkenny, while the most entertaining bout of the evening was at light middleweight, where Recruit French proved too strong for the game LPT Brown of Naval Air Command.

The crowd had to wait until the

final bout of the evening to see a stoppage. This came when MEM Leiba (Plymouth) knocked out LSM Haybittle (Portsmouth) with a big right.

But the star of the evening was 17½-year-old Kevin Crumplin, who earned himself the Jim Tappin Trophy as the night's youngest winner.

If Crumplin goes on to win in the Open Championships on December 12 he will become the first boxer ever to win the Jim Tappin Pair, as youngest winner in the Novices and Opens.

Meanwhile, the Navy squad succeeded in raising £3,000 for a local children's charity when they competed in Liverpool at the end of October, and that despite losing the match.

The squad will be hoping for better luck in their run-up towards the Army v Navy match at HMS Nelson on January 31.

Sabre rattling



A TRIANGULAR match against the GB veterans and Army demonstrated the promise of the Navy fencing team, warming up for its annual overseas fixture — versus Sarnia in Guernsey! Harking back to the good old days, the match was played out of doors — very unusual for sabre fencing — with the Whaley Club, Whale Island, providing the backdrop.

Picture: Lieut.-Cdr. Nigel Huxtable

Golf goes to sudden death play off

HINDHEAD Golf Club basked in glorious sunshine as HMS Dolphin crowned a highly successful season by becoming Portsmouth Area Golf Champions.

Already holders of the Navy Cup, Dolphin defeated HMS Nelson 3-2 in the final after a sudden death play off at the first extra hole.

Portsmouth Naval Golf Society, soon to become Portsmouth Royal Naval Golf Club, organised 14 establishment teams into two divisions. The top two from each then contested semi-finals, with the final bringing the total to over 80 individual matches — or approximately 1,500 holes.

CPO Roy Williams was villain turned hero, surrendering a one hole lead at the 18th in his match, only to clinch victory ten minutes later at the first extra hole with the last putt of the season.

The team members were CPO Robin Hodge, Roy Williams, CPO Eddy Edwards and PO George Nichol.

JACK

BY TUGG



Red Plum goes green

WILD weather — the wildest in the world, some say — lay ahead of the ice patrol ship HMS Endurance when she left Portsmouth last month for her annual deployment to the Antarctic.

The "Red Plum" — so-called because of her red-painted hull, designed to show up in the frozen landscape — will be continuing her survey of Antarctic Sound, the waterway which links the Weddell Sea with Drake's Passage.

Outward bound, the Endurance will call at Rio de Janeiro and Montevideo and she will spend time in South Georgia and the Falklands.

The Endurance is proud of her "green" reputation. Great care is taken not to upset the region's delicate ecological balance; all sewage is specially treated and rubbish stored for disposal back in port.

'Bargain breaks' for old hands

EX-SAILOR volunteers are being sought to rejoin the Service for week or fortnight spells of peacetime training in shore headquarters billets during exercises.

All branches will be considered for a limited number of general duties, but especially welcome are Cooks, Communicators and Ops (Radar).

For many years ratings leaving the Service have been liable to complete a period in the Royal Fleet Reserve, which means they can be recalled to the Navy in war. Initially they

are included on the Special List for 12 months while their experience and training are relatively recent.

Then they automatically transfer to the Ordinary List unless they are in a reserved occupation or apply (and are accepted) for retention on the Special List.

Their only contact with the

RN may be the annual visit to the mobile Reserve Reporting Unit. But it is believed there may be some who, having been outside for some time, would appreciate the opportunity to become more involved with their former way of life, renew acquaintances and participate in some form of training scheme.

The new scheme will allow a small number of volunteers to undertake some continuation training and renew contact with the Navy for short periods.

Members of the Royal Fleet Reserve who show interest during their annual visit to the Reserve Reporting Unit will be given a form on which to give

times, dates and locations when they might be available.

Once the Service requirement has been established (about four months before the planned exercise), notices will be sent out to check whether individuals are still interested and available. Joining instructions and travel documents will be issued a month before commencement date.

Individuals will be paid at the Royal Naval Reserve rate for the rank at which they left the Service, with 50 per cent of the pay as an advance before the exercise and the balance at the next pay day after the end of the exercise.

People wishing to take part would be covered under the same indemnity as regular counterparts, wear the uniform and rank as at the time of leaving the Service, be subject to the Naval Discipline Act and not be liable for food and accommodation charges (up to 30 days).

In effect they rejoin the Service for the period of the exercise, although time served would not count for increased pension.

The individual would be responsible for organising his time away from civilian employment and there could be no insurance cover against loss of civilian job as a result of participation.

Details will be published by DCI.

Squadron on the move

THE Second Mine Countermeasures Squadron is to be based at Portsmouth from January.

The squadron's Ton Class ships left Portsmouth for Rosyth several years ago when work started on the major task of repairing Portsmouth's No. 2 Basin.

Re-equipped with the Hunt class vessels HM Atherstone, Hurworth, Cottesmore, Brecon and Cattistock, the squadron is now preparing to return home to the south.

Three of the ships, Atherstone, Cattistock and Hurworth, are currently serving in the Gulf.

BR signals no change

NEGOTIATIONS with British Rail have resulted in the Forces Railcard, due to expire at the end of December, continuing in its present format until December 31, 1991.

The current level of discounts will remain, while minor variations include a minimum fare stipulation on early morning journeys and an easing of restrictions on travel on Fridays from King's Cross.

The new cards for 1991 are now in process of being issued.

Two more MCMs for the Gulf

TWO more Hunt class ships, HMS Ledbury and Dulverton, of the 4th MCM, are among extra forces to be sent to the Gulf.

Meanwhile, as Navy News went to press a plan was being considered to fly home from the Gulf ship's company members of the three Hunt class vessels HMS Hurworth, Cattistock and Atherstone for 10-day breaks over the next few months.

The proposal involves a re-

● **BRAZEN visitor:** Santa hasn't forgotten the Gulf ships. Left, in the shape of Marine Tony Waller, of 42 Commando RM, he drops in by helicopter on Armilla patrol ship HMS Brazen.

Picture: LA(Phot) Mick Grant

lief ship's company flying out to the Gulf and moving from ship to ship, allowing a home break for each MCM ship's company in turn.

The final decision on whether the mid-deployment break plan goes ahead depends on several factors, not

living conditions on board small ships.

Meanwhile, for those in the Gulf at Christmas, letters and gifts take on a special significance.

People posting parcels to British Forces Post Office addresses there are able to

PO Chris Boorman, who fell overboard from HMS Cattistock in the Gulf, was rescued after 21 hours in the water. He kept afloat by clinging to a piece of wood, swimming and treading water until he was picked up by the US command ship Blue Ridge.

least any change of situation in the area.

The minehunters were among the first ships to leave Britain after the Iraqis invaded Kuwait and the plan recognises their longer passage times and proposed length of tour, together with the tight

send them at the same rate as the UK inland parcel rate. And the free aerogramme (Blueys) concession is proving highly popular.

Clean teeth are promised by one of the more unusual gifts winging their way to the Gulf! Colgate are providing all the

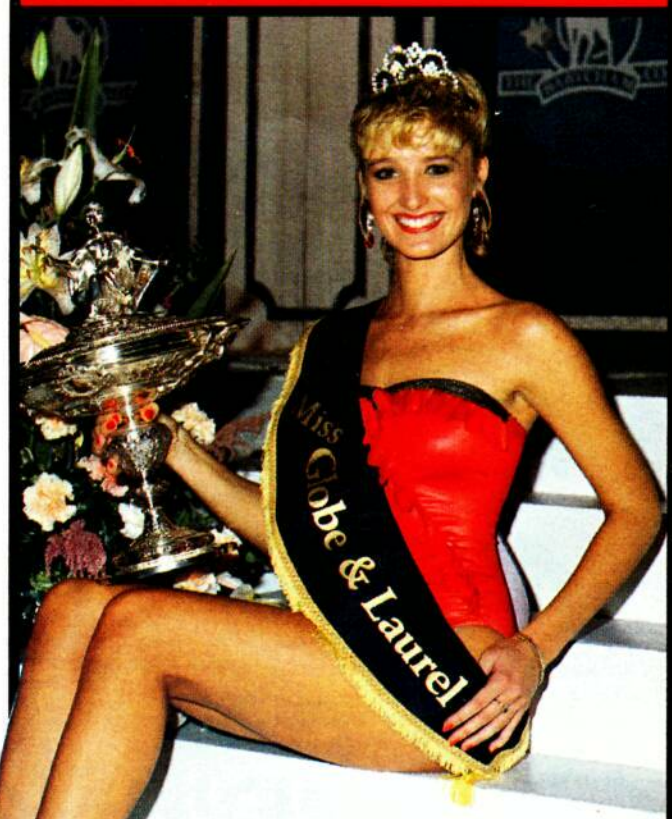
sailors with a toothbrush — nearly 3,000 are being sent.

MOD is sending 1,000 paperbacks a month for the ships, with the books going to RFA Diligence — fulfilling a vital role as the main repair ship there — for distribution among the ships. From the Royal Naval Association there are gift packages.

Bringing a real Christmas touch will be a videotape of the HMS Victory carol service which will be flown out to ships.

As patrol work continued in the Gulf, the three Armilla ships of Group Whisky returned to the UK in mid-November to great family welcomes. HMS York arrived at Rosyth, HMS Battleaxe at Plymouth and HMS Jupiter at Portsmouth.

SITTING PRETTY



THE new Miss Globe and Laurel is Tracey Williams, who plans to rough it with the Royals (in the nicest possible way) on such activities as abseiling, unarmed combat, helo flights and a freefall parachute jump.

As well as holding the joint Miss Holiday Princess and Miss Globe and Laurel title, Tracey — from Selston, Notts — has won two other major beauty competitions, Miss England and Miss Lovely Legs, both in 1988.

